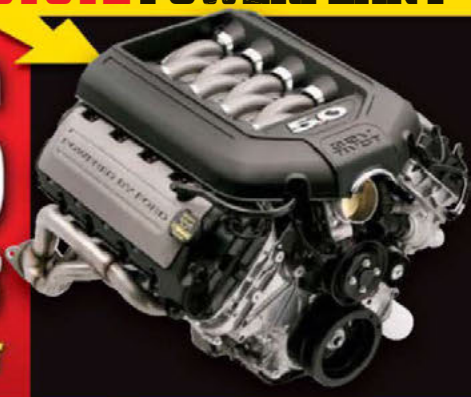
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Designed to improve traction and performance.

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FRONT LOWER CONTROL ARMS



These units are designed to fit and finish like original units. Complete with ball joints and rubber bushings.

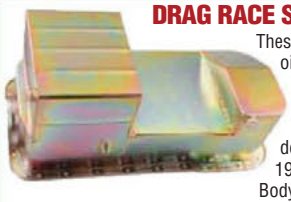
87-93 RH.. M-3078-4A $159.95
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CONTE

SEPTEMBER 2015 » VOLUME 28, ISSUE 9

MUSCLE
MUSTANGS & FAST FORDS
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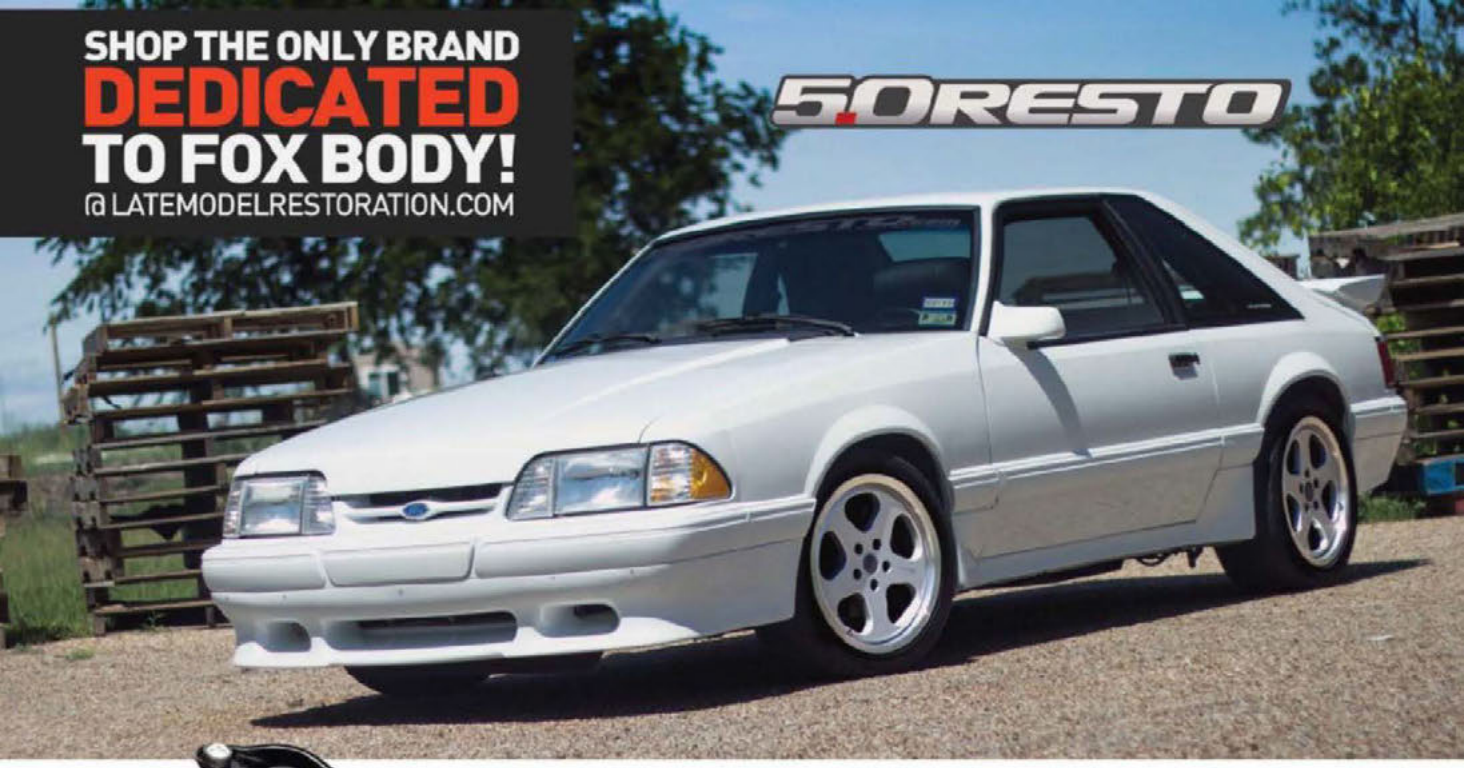


84

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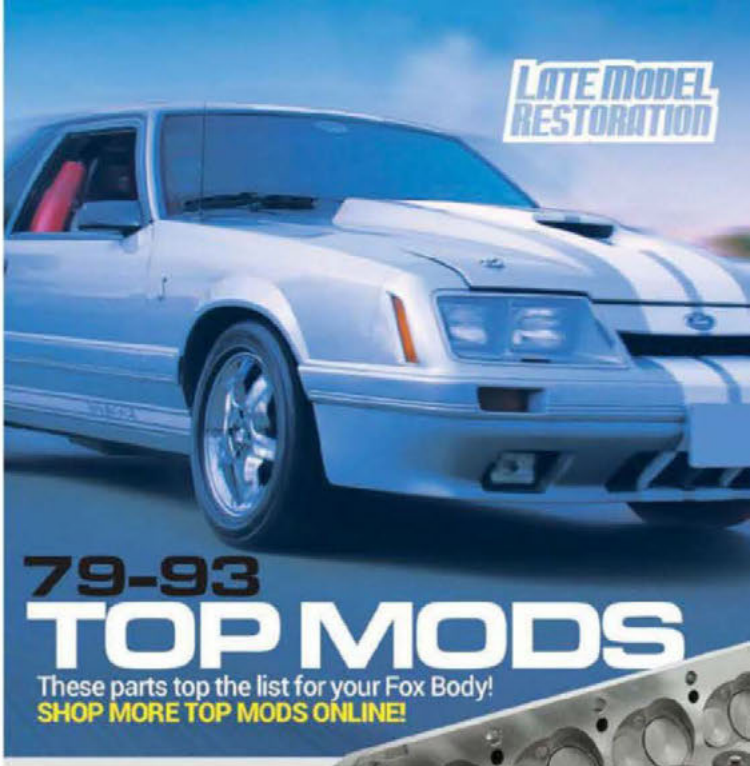


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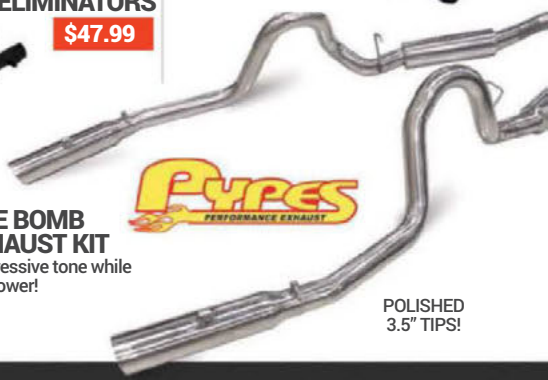
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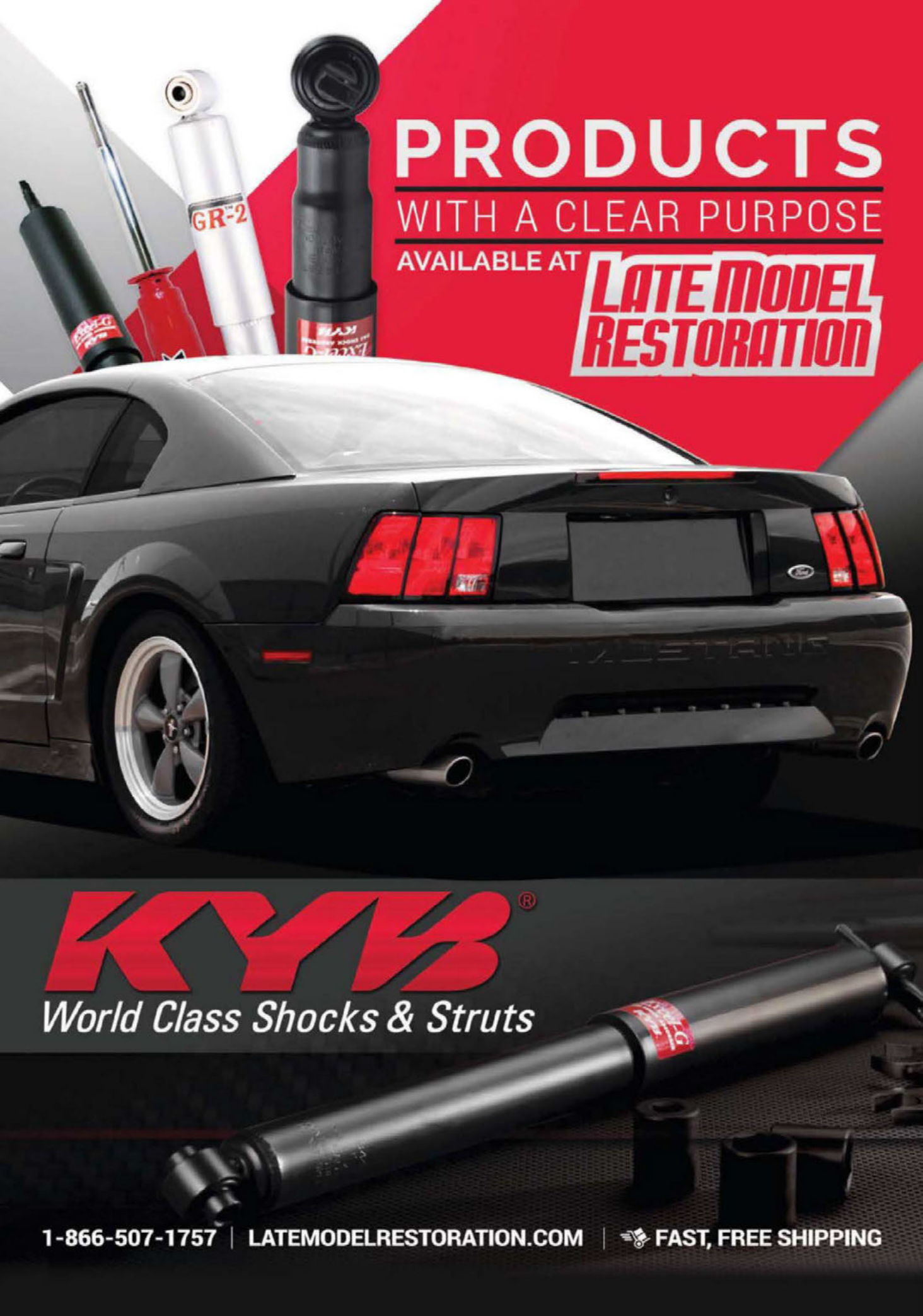
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EDITORIAL HENRY DE LOS SANTOS

FEEDBACK? Email me at finish.line@enthusiastnetwork.com

Convertibles? Of Course I'm A Fan Of Them . . . Again

Lately I've been geting behind the wheel of every S550 I can get my hands on.

When it comes to convertibles, I'll be completely upfront. I've never really placed them on the top of my performance car bucket list; at least, until recently. Let me explain. There's nothing wrong with them in particular, and I've even owned one, but I've never felt the need to build a thrill ride out of one.

Now before I sound like a total hypocrite, I should mention the 1988 Fox convertible I had was mildly modified—shocking, right? It had a suspension upgrade for improved handling and a small shot of nitrous for test and tune sessions. Not a monster by any means, but it sure made the commutes a lot more fun. Even so, the soft top always made me think of it as more of a luxury cruiser than something I'd want to build up as a dedicated weekend toy.

That is, until now. I can throw those thoughts completely out the window. Lately I've been getting behind the wheel of every S550 I can get my hands on. I've been fortunate enough to spend a bit of quality time with the EcoBoost, along with a GT with a manual six-speed and the Premium Package, both of which I thoroughly enjoyed. But this time I got to check out a brand-new Competition Orange S550 convertible with the six-speed automatic transmission. Talk about going against the grain of my comfort level! My initial thoughts were, "This is one bright convertible and it's an automatic."

The timing to test out the new ride couldn't have come at a better time. Especially since it has been a nonstop internal conflict, debating which S550 I want to get back into a payment program with. This particular weekend had my fiancé flying in, along with her mother and sister for our engagement party. Sadly, while my cars are fun to play with, most of them are far from being passenger friendly.

After several days behind the wheel, I found a whole new love for the convertible market. It looked great and made for interesting conversations from random and fellow enthusiasts; everyone was perfectly comfortable, and it was much better than driving a boring four-door sedan. The Coyote powerplant ran solid, and no one had to fight over the wind noise to have a civil conversation. Yeah, I'm sold.

It wasn't long ago when I said every car I own has a function, and I still stand by that. For me, the new Mustang convertible with the 5.0L engine is the perfect family hauler. I'm sure that'll change the moment I have a kid, but for now I'm going with it. Although I would really have to fight myself to keep from modifying it—oh, who am I kidding? **HDLS**







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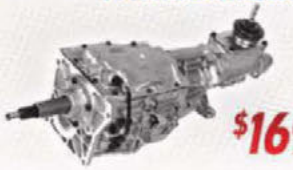
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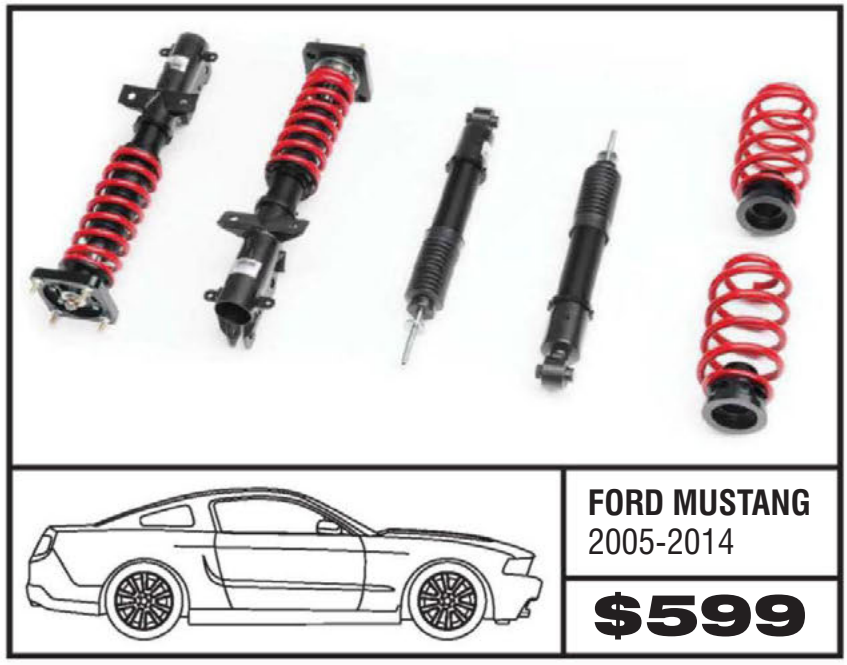
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THE LATEST NEWS IN THE FORD WORLD >> BY EVAN J. SMITH



Ford to Build 100 Shelby GT350 Models and 37 R models for 2015, More Coming

Mustang enthusiasts won't have to wait longer for the highly anticipated Shelby GT350. Ford said recently it will produce 100 GT350s and 37 R-models for 2015, with more to follow in 2016. Ford is hustling to squeeze those first models in with a unique VIN to celebrate the 50th anniversary of the very first Shelby GT350, which appeared in 1965.

The Shelby GT350 has long been one of the most coveted Mustangs. It has strikingly good looks, and Carroll Shelby's touch gave it the performance to win. Ford's 2015 will reach new levels of performance, especially for a naturally aspirated Mustang. Ford is calling the VooDoo engine "the most powerful naturally aspirated Ford production engine ever."

The Coyote-based engine has been enlarged and modified with new heads and intake and a flat-plane crank. It will produce well over 500 hp (we speculate over 520), and it will rev beyond 8,000 rpm!

"Fans of the Shelby brand are among the most passionate in the automotive industry," says Henry Ford III, Ford Performance marketing manager. "To honor the passion of our fans for Shelby GT350's 50th anniversary, a limited run of GT350 models will be built in 2015. These cars will be highly coveted by both Mustang and Shelby enthusiasts alike.



LightningGarage.com 2nd Annual Gathering

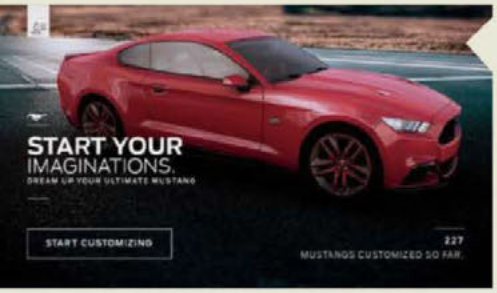
The Ford F150 SVT Lighting has been a hit with enthusiasts since it was released in 1993. Those competing in one of those popular trucks will be please to know that the NMRA and LightningGarage.com will hold the 2nd Annual LightningGarage.com Gathering at the Nitto Tire NMRA/NMCA Super Bowl of Street Legal Drag Racing at Route 66 Raceway in Joliet, Illinois, July 30 to August 2, 2015.

Lightning racers can choose between Detroit Locker Truck & Lightning or HP Tuners True Street Presented by *Muscle Mustangs & Fast Fords.* Truck & Lightning features index-style rules and major coverage in *Race Pages* magazine. True Street is for street-driven Fords and trucks. The best part is *MM&FF* provides coverage for all NMRA True Street events. Lightning owners who prefer to show can enter the UPR Products car and truck show, which offers 70-plus awards each day.

"NMRA is excited to have the LightningGarage.com Gathering back at our Joliet event," says Steve Wolcott, cofounder of the NMRA. "It's a great chance for their website community members to meet and show off their cool Lightning trucks to NMRA's rabid fans. Special thanks to Jeff Wallace with LightningGarage.com for making this special event a reality."

For more information , visit nmradigital.com/IL or call 714.444.2426.

Ford to Release Updated Mustang Customizer



Building on the popularity of the 2015 Mustang, Ford will release a new version of the Mustang Customizer app, allowing enthusiasts of all ages to design a virtual Mustang. The updated app includes the 2015 Ford Mustang and features aftermarket parts, custom wheels, spoilers, body panels, and more. The app is a free download from the Google Play Store and Apple App Store.

"When we launched the Mustang Customizer in 2009, it was massively popular," said Andrea Zuehlk, Digital Marketing Manager. "With more than 5.4 million custom Mustangs built and more than 1.6 million app downloads since 2012, we knew we had to deliver a redesigned experience to complement the redesigned 2015 Mustang."

With the app you will be able to store your builds in a virtual warehouse and easily share them with friends on Facebook, Twitter, and Instagram.

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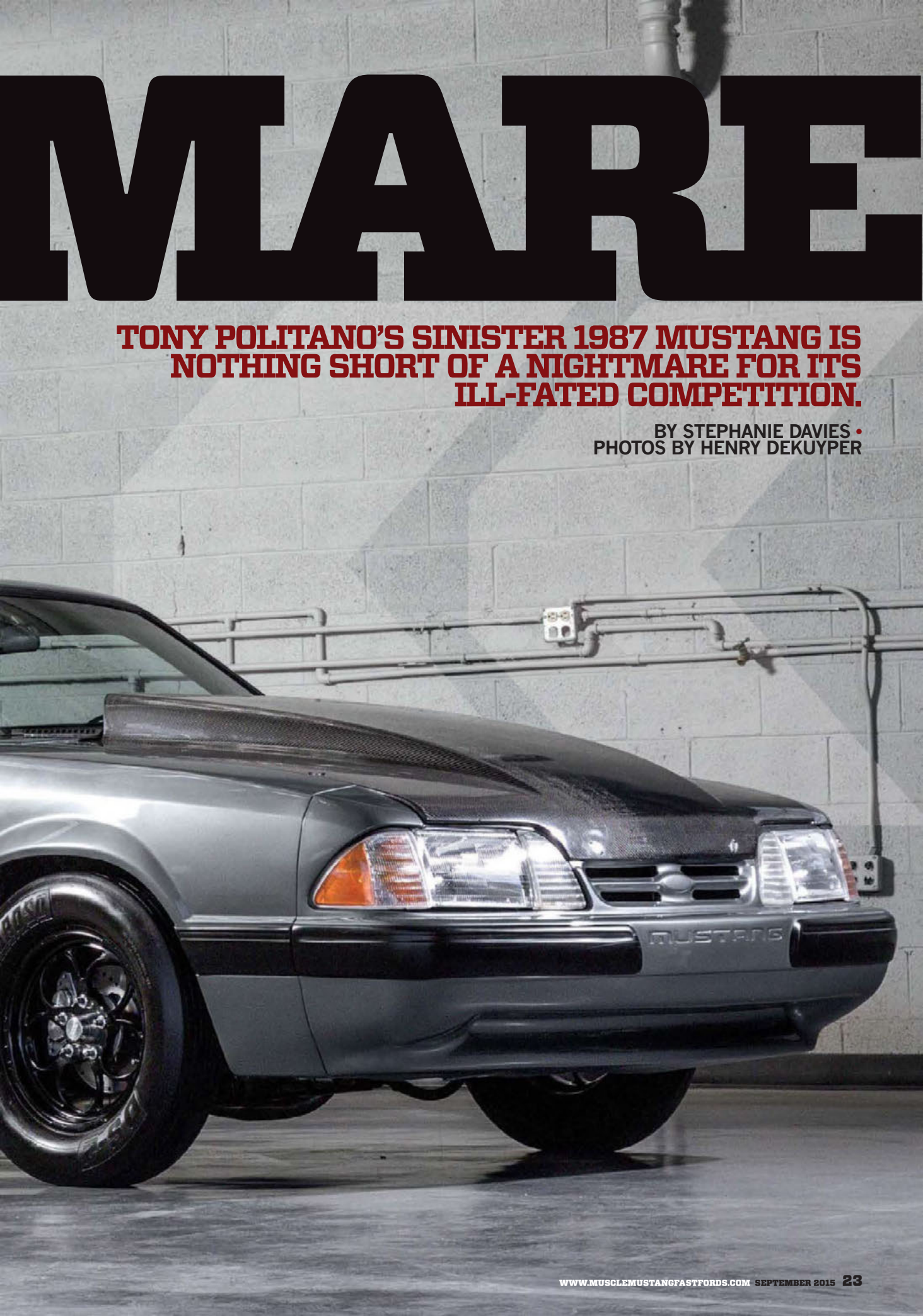
GRAY



MARE

TONY POLITANO'S SINISTER 1987 MUSTANG IS NOTHING SHORT OF A NIGHTMARE FOR ITS ILL-FATED COMPETITION.

BY STEPHANIE DAVIES •
PHOTOS BY HENRY DEKUYPER





DOES THIS 1987 FORD MUSTANG LOOK FAMILIAR? YOU MAY HAVE SEEN IT THRASHING DOWN THE "STRIP" ON THE DISCOVERY CHANNEL SERIES STREET OUTLAWS (SEASON 2 FINALE), OR MAYBE YOU CAUGHT IT AROUND THE INTERNET SOMEWHERE—IT SEEMS TO BE THE TALK OF THE FORUMS. REGARDLESS, THE GRAY MARE, AS SHE'S AFFECTIONATELY NAMED, HAS MADE QUITE THE NAME FOR HERSELF IN THE GRUDGE RACING SCENE.

Tony Politano of Lancaster, California, owns the naturally aspirated Foxbody, which switched hands within the AV Boys crew quite a few times before ending up with Tony about three years ago. Tony says, "I bought my first Mustang 17 years ago when I was 19." He currently owns a 1991 Mustang and a 2013 Boss 302 as well.

The Mustang is powered by a 302 block, bored and stroked to 331 ci and using an RPM Stroker Kit, JE pistons, and H-beam connecting rods, for a resulting compression ratio of 12.0:1. The engine was built by Murray's Performance Garage in Lancaster, California. The machine work was done by Pettis Performance of Hesperia, California.

A Canton oil pan seals the bottom end with a Melling oil pump, D.S.S main support, and crank scraper.

A Bullet custom hydraulic roller camshaft has been installed within the 331, as have aluminum AFR 205





cylinder heads and Comp Cam Pro Magnum 1.6:1 rocker arms with a stud girdle. Atop the powerful foundation sits a Holley 750-cfm HP carburetor from Ted's Carburetor in Lancaster, with an Edelbrock Super Victor intake. Murray's Performance Garage and Ted's Carburetor are credited with tuning the Gray Mare.

An MSD 6AL ignition box with an MSD coil, distributor, and wires and Autolite plugs round out the list of ignition system components.

A Fox-body is nothing without its signature growl. The Gray Mare's exhaust gases flow through Bassani headers stepped from 1 3/4 to 1 7/8 inches, with Vibrant Performance aluminum mufflers and 3-inch pipes.

Power means nothing if it can't be put to the ground. The Gray Mare has that handled with a Pro-Shifted Tremec TKO-600 built by Liberty's High Performance Products in Taylor, Michigan, paired to an Advanced Clutch Technology single-disc clutch. She also possesses an ACT pressure plate, an aluminum Fidanza flywheel, and a Pro 5.0 shifter. An aluminum driveshaft is held safely in place by a chromoly custom safety loop by Murray's Performance Garage.

Suspension modifications include Team Z A-arms and springs, Lakewood 90/10 struts, and a Flaming River steering box up front, working with Team Z upper and lower control arms and springs and Strange shocks out back.

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> **"Usually the car will hold a wheelie for 60 feet."**









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An 8.8 rearend stuffed with 4.33 gears and Moser 31-spline gun-drilled axles, as well as a Moser spool, is built to efficiently handle the torque delivered from the powerful engine.

A potent combination of power, suspension, and skillful driving pulls the Gray Mare up on her hind quarters with ease.

Tony tells us that the Fox doesn't sport its original paint but was painted its current shade of gray before he got his hands on it. Inside, you'll find a single Carbon seat by Unlimited Products and a roll bar by Murray's Performance Garage.

The Gray Mare has been fitted with a carbon fiber 4-inch cowl hood and sits on Weld Magnum wheels up front and Weld Magnum Import wheels in the back, wrapped in Mickey Thompsons (26x4.5 and 28x10.5 respectively). Aerospace front brakes work with stock rear brakes to bring the Fox-body to a stop at the top end.

While Tony couldn't give us power ratings or track times, we've seen the Gray Mare in action. You aren't going to stand a Mustang up on its rear wheels like that without quite a bit of power pulling at the reins.

When asked how the car runs and drives, Tony matter-of-factly answers, "Hold on and grab the next gear. I leave the starting line at 6,500 rpm and shift at 8,200. Usually the car will hold a wheelie for 60 feet."

The Gray Mare is constantly evolving to keep a competitive edge but retains quite the following courtesy of its dominating reputation. You just never know where she might show up next.





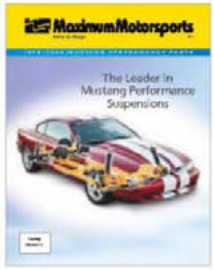
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BY JUSTIN FIVELLA • PHOTOS BY STEPHEN BROOKS

LIKE THE DRIVERS WHO OWN THEM, CUSTOM CARS HAVE PERSONALITIES ALL THEIR OWN.

Some are clean, concise, and inviting, while others are dark, ominous, and intimidating. Without question, Fredrick Kyle's murdered-out 2003 Mustang Cobra falls into the latter category. It doesn't politely ask for respect; it grabs onlookers by the neck, roughs them up, and demands it.

The irresistible attraction starts with the midnight finish, so deep and so endless that it sucks onlookers into a state of hypnosis. It is magnetic, but don't think for a second that it's inviting. Stare long enough and you might turn to stone. Once they recover from the trancelike state that the flawless hue evokes, onlookers turn their gaze to other details in the hopes of deciphering just why this Cobra is as intimidating as it is intriguing. Maybe it's the wicked wheels wrapped in wide rubber, or the pair of blow-off valve (BOVs) hiding just inside the grille. Honestly, it's difficult to surmise just why nobody can keep their eyes off this Cobra, but it probably boils down to intrigue—you know it's hiding something sinister, but you can't quite put your finger on it.

A closer look unearths other details that allude to its intentions, like the perfect stance and a large intercooler lurking under the bumper. And then there are the not-so-conservative cues, like the custom plate.

"A buddy had a cool custom plate that said 'VETHNTR,'" Kyle





INTR











explains, “and it inspired me to get the ‘LS7HNTR.’ I guess it kinda stuck, since everyone now knows the car by the plate.”

You better be fast to rock a plate like that, otherwise you’ll be laughed off the road. Thankfully this Terminator has enough motor to blow away any competitor. When asked if he had lost to an LS7-equipped car since creating the plate, Kyle chuckled and said that he has yet to lose a race with the latest motor combo.

Yes, he said “latest,” because, as with many cars of this caliber, it has unfortunately seen as many motors as the average Mustang sees tires. We’re not counting, but he’s on the fourth.

Kyle says, “The stock motor unfortunately fell victim to a tank full of diesel. My mom took it for a quick spin to the gas station where they’d accidentally put diesel into one of the gas pumps. Needless to say, it killed the stock motor.”

Thankfully Greg and Beni of Racers Edge Tuning (RET), one of the premiere Mustang shops in SoCal, were nearby. Kyle called on their expertise for the reconstruction. Prior to the meltdown, RET had tuned the combo created by the previous owner.



“I’d bought the car from the original owner with only 20,000 miles, and hadn’t driven it very long when the stock motor was toast,” Kyle explains. “The previous owner had fitted a supercharger on it along with a Magnaflow X-pipe and cat-back, and it made 580 hp at the wheels.”

The second engine featured deep-thread ported heads, custom blower cams, and a refreshed stock bottom-end. “Unfortunately the second motor smoked a lot, and it never stopped, but it still made 620 rwhp at 18 psi,” says Kyle.

As mentioned, the smoke never stopped, and the built motor drank oil at the rate it burned gasoline. Kyle says, “I was frustrated since the motor wasn’t running correctly and I was having trouble discovering if the heads or the rings were the source of the problem.”

Kyle comes from a family of gearheads. One day at the dragstrip he took a break from wrenching on his family’s race car, a 1966 Fairlane, to pay a visit to a man who many consider the modular motor guru, John Mihovetz of Accufab Racing.

“I hated to bother him at the race track,” says Kyle, “but I decided to ask him a few questions about my car. One thing led to another, and the next day I was taking my car to his shop for a diagnosis.”

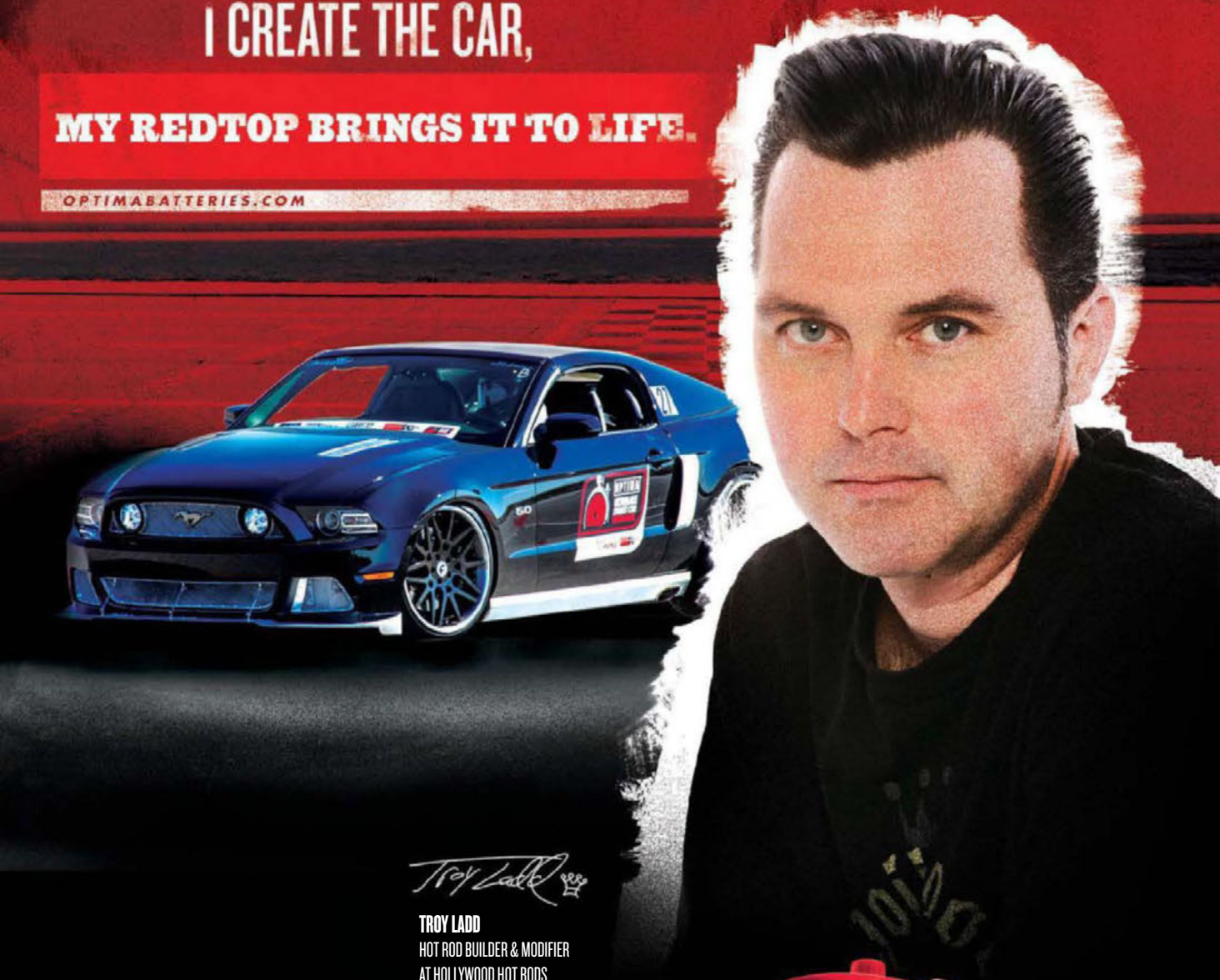
As expected, Mihovetz quickly got to the bottom of the problem. Both the heads and the rings were faulty—that was the end of engine number two.

Kyle says, “I followed [Mihovetz’s] advice for the third motor, as we started with a Teksid aluminum block, new ported heads and blower cams, higher compression 10:1 JE pistons, and Manley rods.

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Of course, when Kyle was offered the chance to try out another supercharger he jumped at it. The result? Try 670 rwhp on 15 psi, which was 50 hp more than the old motor on 3 psi less of boost. As they say, efficiency is king.

Speaking of efficiency, there's no question that a turbo nets the biggest return on investment for horsepower taken and horsepower given. The minute Kyle saw several Internet videos of twin-turbo Terminators tearing up the Midwest, he knew he'd never be the same.

"One day I realized that I just had to have a twin-turbo kit, so I contacted RET and told them that's the direction I wanted to take the Cobra," says Kyle.

As luck would have it, another local legend in the SoCal Mustang scene, GTR High Performance, had a new HP Performance twin-turbo kit for sale. Ask and so you shall receive. RET tore apart the flawless Cobra and swapped the blower for a twin-turbo kit that utilized a pair of 57mm turbos. With the pair of snails on full boogie and race gas in the tank, the new dyno numbers rang in at 850 hp at the wheels—on pump gas it made 712 hp at the wheels.



Kyle says, "The new combo was violent when it hit boost, and with the smaller 57mm turbos it spooled almost instantly. It was a totally different experience from the blower, and I loved it."

As with all horsepower junkies, the novelty quickly wore off and Kyle was soon yearning for more power as he slowly started cranking the boost.

"I was coming back from a meet and noticed that the oil pressure was extremely low at idle, so I replaced the oil-pressure sending unit and harness, but that didn't fix it. Then I knew it was a serious problem," says Kyle.

He was right, but this time it wasn't a fluke hardware failure. Rather, he'd been unknowingly running the wrong weight oil. The combination of big boost, high rpm, and too-light oil ate the main bearings. So it was onto motor four.

Kyle says, "This time Accufab built me a motor capable of 2,500 hp since I decided that if I was going to build it one more time, I might as well go big."

And go big he did. The new motor retained much of the same upper-end components, like the ported heads and custom turbo cams, but it received an even stouter bottom end with top-rate JE and Manley components that still retained the stock 281 ci. While he was in there, he swapped the smaller snails for a pair of Precision ball-bearing 62/66 turbos with billet wheels along with matching Precision 50mm wastegates, a pair of TiAL 55mm BOVs, custom long-tube turbo headers from Accufab



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Racing, and a Turbosmart e-Boost 2 boost controller on the recommendation from Kristin at Turbosmart. Other goodies, like a Sullivan lower intake and an HPP upper unit, were utilized because of their appetite for big boost.

After the new motor was broken in, it was finally time to set the beast free on the rollers with race gas in the tank. Despite a massive octuplet of 80-pound injectors, the big Cobra inhaled so much air that it maxed out the injectors at just 5,800 rpm with the boost cranked to 20 psi. Even though the pull was shut down 1,500 rpm shy of redline, it still laid down . . . (wait for it) . . . 1,011 hp and 720 lb-ft at the wheels on a custom tune from Greg Monroe at RET. The motor was built for 30 psi and 7,000 rpm; can you imagine what it's going to lay down with bigger injectors and set on kill? We've got one word for you: *beast!* But even on pump gas and low boost the new setup is still a brute. It makes 720 hp and 630 lb-ft at the wheels on paltry 91-octane fuel.

"The bigger turbos hit full boost around 4,500 rpm, and from there it pulls like a freight train," Kyle says. "It doesn't ever stop pulling."

Of course, all that incoming air needs to exit in a hurry, so Kyle visited Jesus at Redline Performance Parts for supporting mods like a 3-inch offered X-pipe and a Magnaflow cat-back exhaust. He says, "I snapped a stock half-shaft the first time out with the new combo, so that necessitated a pair of Pro-Level half-shafts from the Driveshaft Shop."

As expected, the rest of the drivetrain was brought up to fighting weight as well. The T56 transmission received a full Viper-spec makeover. Some 3.55 gears and a Ford Racing differential entered the pumpkin. A McLeod RXT clutch and a Fidanza flywheel landed fore of the transmission. The IRS was beefed thanks to Full Tilt Boogie bushings, Maximum Motorsports low-profile bolts, and a Steeda brace.

"The suspension setup is simple, but so far it works really well," says Kyle.

Up front you'll find a QA1 tubular K-member and control arms that work with Lakewood 90/10 struts and H&R springs. The same springs, along with Bilstein shocks, round up the rear. Steeda subframe connectors connect either end.

The right wheels are crucial to any project, and this Cobra is no different. Kyle says, "After talking with Steve at True Forged about the right wheels, we decided on some three-piece Chicanes."

The fronts measure 18x9 inches, while the rears are 18x11 and rock a 4-inch lip. The color-matched centers and 3-inch extended studs only add to the elegance.

Kyle says, "Thanks to the Maximum Motorsports low-profile IRS bolts and the True Forged wheels with a custom offset, I was able to tuck 335s out back with only some fender-rolling."

Yep, those are sticky Toyo Proxes R888s in a 335/30-18 variant in the rear with 275/40-18 Invos up front.

"I can't decide if my favorite part of the car is the stance or the power and sounds of the turbo," Kyle says.

Power or pose. That's a tough decision. But before you go writing off this murdered-out monster as just a dyno queen, we have news for you. It has actually seen the track.

Kyle says, "I don't have a cage yet, and I still want to add bigger injectors, rear coilovers and maybe an automatic trans, but on my pump-gas tune with drag radials and launching at idle, I ran 6.80 at 107 in the eighth-mile at Irwindale Speedway on my first pass before I was kicked out for improper safety equipment."

Why all the planed upgrades? Isn't this Cobra already enough? He says, "My goal is to have the quickest IRS street-driven Cobra in the country."

Big goals indeed, but one look at the caliber of this Cobra and we have little doubt that in time we'll see Kyle's name at the top of a list of fast Cobras. Look out, Mustang World! The LS7HNTR is coming.







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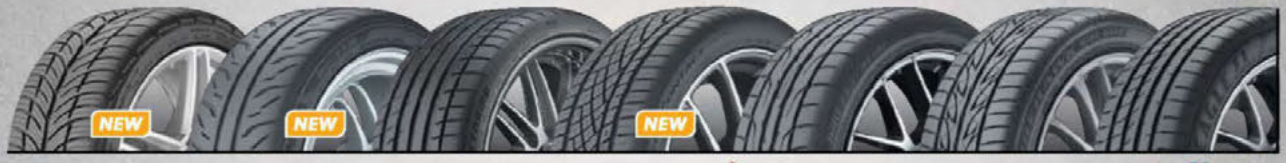
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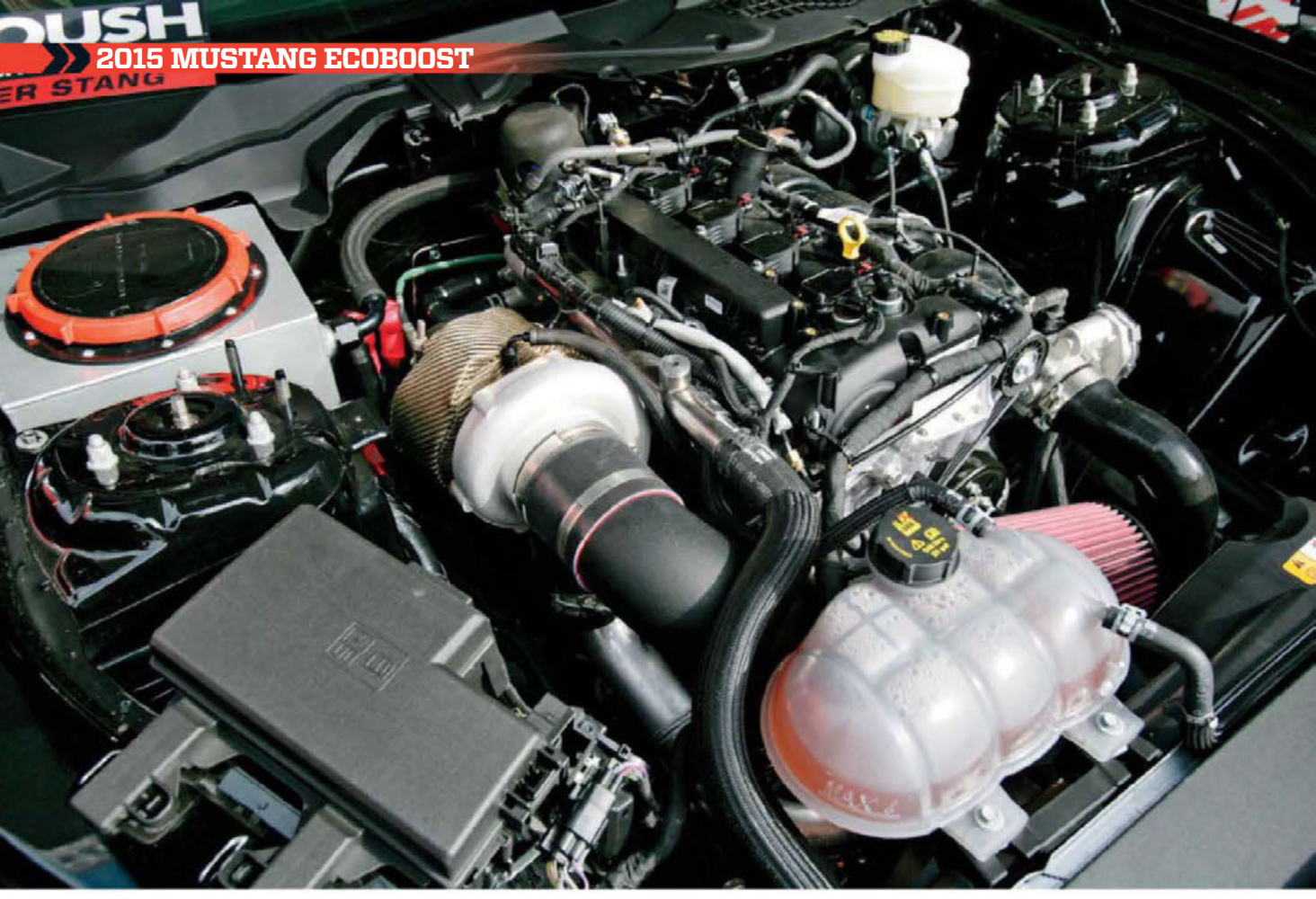
SETTING T

BRAD GUSLER HAS DRIVEN THE FASTEST TRUCKS IN NMRA, SO AT FIRST, JUMPING BEHIND THE WHEEL OF A FOUR-CYLINDER MUSTANG MIGHT NOT HAVE SEEMED ALL THAT APPEALING.

BY STEPHANIE DAVIES • PHOTOS BY KEITH KEPLINGER



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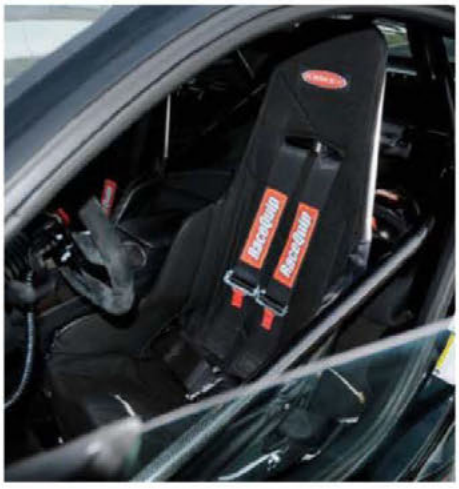
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Brad and Nina of Big Island, Virginia, are well known on the National Mustang Racers Association (NMRA) circuit, most commonly for their incredibly fast Ford Lightnings. As such, Brad has quite a few friends in the industry who helped direct him toward the underdog EcoBoost Mustang when it hit the showroom floor.

"SCT mentioned it to me," Gusler tells us. "They said the Mustang is the future, the EcoBoost is the future, and I wanted to be at the forefront of it."

So Gusler took a chance, purchased his 2015 in January, and made a





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phone call when he got it home. In three days it was on its way to Watson Racing to begin its transformation into an NMRA killer.

Gusler had seen Watson Racing's S550 at the 2014 SEMA, and knew they would be able to help him get his EcoBoost on track quickly.

When we first saw it on the track at the NMRA Spring Break Shootout event in Bradenton, Florida, in March, it had just over 100 miles on the odometer and was breaking necks left and right. Gusler competed in the Super Stang class and left the event with an 11.77-second pass at 117.6 mph under his belt, but that wasn't quick enough.

"We said, 'Let's try to get an 11.50-second pass before Georgia.' We upped the boost by 2 pounds and ran an 11.19 at 119 mph," says Gusler

You must be wondering how they did it. How did Gusler and his team take the underdog EcoBoost Mustang and turn it into the beginnings of a track terror?

An Aeromotive Cobra Jet fuel pump operates within the Aeromotive fuel cell to deliver adequate Fuse unleaded 116-octane nourishment to the powerplant. A JLT cold air intake helps pull air to the Precision Turbo 55mm turbocharger and CP-E manifold, which was custom-designed for the application by Custom Performance Engineering of Beltsville, Maryland. It is also outfitted with a custom air-to-water intercooler from Justin's Performance Center (JPC) of Millersville, Maryland, and a custom JPC Racing 3-inch exhaust with Bassani muffler. The Mustang retains its stock automatic transmission, and a Dynatech





one-piece aluminum driveshaft is wrapped securely in place by a Watson Racing safety loop. Helping to launch the Mustang well into the 11s are Strange Engineering front struts and springs, a Watson Racing tubular K-member, solid engine mounts, and tubular A-arms, as well as Strange Engineering rear shocks. The independent rear suspension has been strengthened with Ford Performance Racing Parts gear. The final combination was custom-tuned via an SCT Livewire TS Performance programmer.

Race Star wheels are wrapped in Mickey Thompson rubber, which are brought to a halt at the top of the quarter-mile by Aerospace Components drag brakes with Watson Racing stainless steel brake lines.

The striking custom wrap was designed and installed by Creative Edge Design in Altavista, Virginia.

A Watson Racing six-point rollcage with a carbon fiber finish keeps Gusler safe as he careens down the 1320 securely strapped into Kirkey racing seats with Watson Racing mounts and RaceQuip harnesses. An Auto Meter in-dash gauge helps him keep track of what's going on under the hood.

Gusler tells us that he is thankful for his sponsors and supporters including: SCT Performance, Watson Racing, JPC, CP-E, Precision Turbo, Aerospace Components, Fuse, Ford Racing, and Aeromotive. He says, "It's a blessing. I'm thankful. I had no idea it could perform like this, and I just want to go faster and faster. I thought I might be stuck in the 12s, but now we're shooting for 10s."

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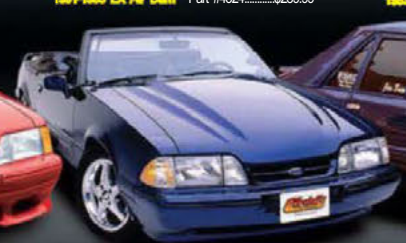
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Performance Automatic (PA) takes the guesswork out of swapping in its built 4R70W transmission. The transmission is good for over 650 hp thanks to a Smart Pack, which comes with everything needed to turn power into forward motion.

Plug & Play! 4R70W Trans Swap

Performance Automatic helps us shave serious e.t. without adding more power thanks to a built trans and an aggressive stall.

BY JUSTIN FIVELLA › PHOTOS BY THE AUTHOR

THE moment our New Edge GT launched at Auto Club Dragway shortly after we installed this month's drivetrain mods, we knew it was going to be significantly faster. How could we tell? Because with the stock transmission it would barely lift the nose at launch as the Two-Valve struggled to pull all that iron out of the hole in search of enough rpm to make things happen. But now, thanks to our latest modifications, the GT was coming out with the nose far higher than a stock Two-Valve has any right to.

Let's be honest. Stock automatic-equipped Two-Valves aren't known for their out-of-the-box performance. The stock converter doesn't play well with the lack of low-rpm torque, and the slushy shifts mean that it spends considerable time between gears rather than driving forward. There's no way around it—most stock 4R70W-equipped, light bolt-on New Edge GTs cover the quarter-mile in the low 15-second to high 14-second


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range with so little drama you could sip a latte and enjoy the scenery during the pass. This isn't to say that auto GTs can't be made into capable cars; it just takes the right recipe of aftermarket parts to unlock their performance. And in case you were wondering, that's exactly what we're doing here—starting with a transmission upgrade.

Say what? Yep, we're not starting with more power because as any longtime gearhead will tell you, there's lots of performance to be gained from an automatic transmission upgrade. Also, stock automatics tend to fail in short order with the addition of more power, so if we start by building a strong foundation we'll have less problems down the road.

Harvey Baker of Performance Automatic says, "A well-built automatic transmission and properly spec'd torque converter can really wake up a car. The transmission can shift gears faster and hold more power, the upgraded components can withstand the converter being locked under WOT, and the performance converter gets the car up into the powerband much sooner."

Bye-bye slushbox

As many already know, the 4R70W automatic transmission is legendary for its strength when outfitted with the right aftermarket parts. Many hardcore drag racers have put more than a thousand horsepower through properly built examples without problems. This legendary four-speed automatic with overdrive

1



PA helped us spec a 10-inch, triple-disc converter with a 2,800- to 3,000-stall speed. The unit is also upgradable should our future mods take us in a different direction.

2



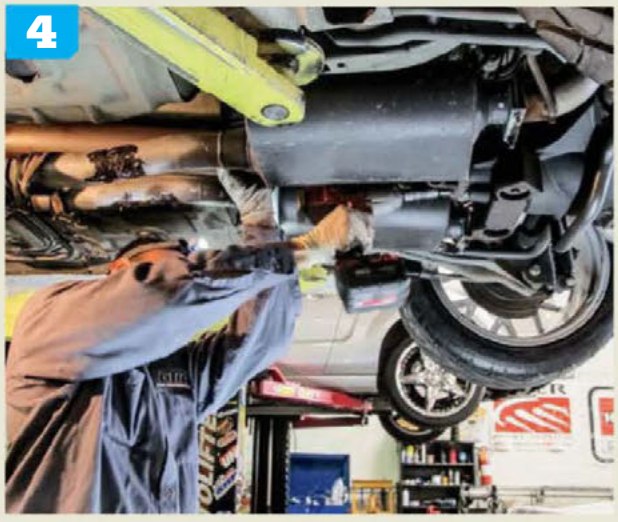
Although we didn't utilize the included PA transmission cooler, it is a killer nine-row unit that also comes with stainless steel braided lines.

3



See the sidebar for the full story on the MSD Atomic transmission controller that comes with the Smart Pack, but in brief it allows those with SN95s and Fox-bodies to swap to the newer 4R70W and have full control over the transmission with a few pokes of some buttons.

4



The midpipe and driveshaft will need to be removed to gain access to the stock 4R70W transmission. Thankfully our GT was in good hands at GTR High Performance, where Will Meza, Ricardo Topete, and the crew of Mustang gurus made short work of the swap.

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has been in the Mustang since 1996, but was later updated in 1999 and remained relatively unchanged until it was replaced with the later 5R55S transmission in the S197.

As solid as the aftermarket can build 4R70Ws, it can't be built to withstand the rigors of big power by just anyone. Secondly, in stock form it is more a slushbox than a gear grabber.

"The stock 4R70Ws are great transmissions, but they can't handle big power or shift quickly since their design parameters were for a stock Mustang," says Baker.

OK, so the stock box can't handle big beans, but who are you going to trust to build a bulletproof version? In our case, the decision was simple: Performance Automatic. The company has been building transmissions for over 30 years. After getting a start in the transmission service business, Performance Automatic's reputation for building wicked performance boxes not only made it the go-to place to buy a race-ready transmission, but it spawned the transformation of the company from the service side to production.

Baker says, "We offer several levels of transmissions, from performance replacements with a one-year or a lifetime warranty on up to full competition-level transmissions that can handle well over 600 hp."

After speaking with Performance Automatic about our long-term goals and the intended use of our New Edge GT, the company spec'd a PA45101C-46L, which is a competition-level 4R70W transmission kit that came with everything necessary to get our Two-Valve rolling.

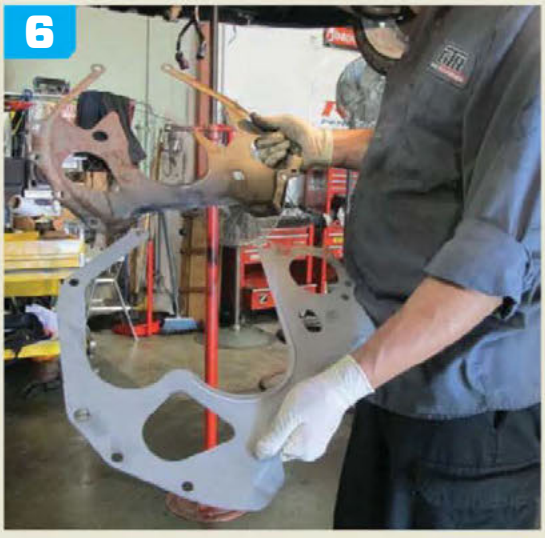
"Our competition 4R70W transmissions come with all the right parts to survive track abuse while also allowing enough civility to be

5



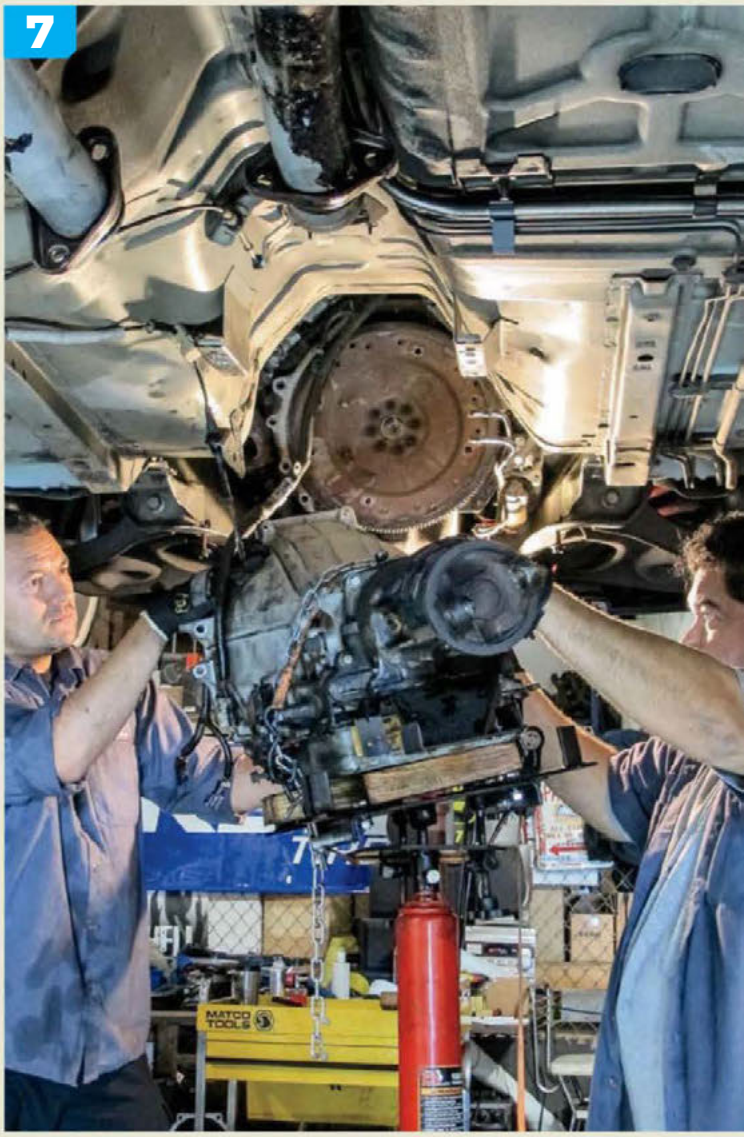
Next up, the external connectors and the gear selection control cable need to be disconnected. The oil also needs to be drained from the transmission by removing the oil pan.

6



PA literally thought of everything with the Smart Pack. PA stressed the importance of a properly made starter-index plate since poorly made units can cause all sorts of problems. Thankfully PA includes a quality unit in the kit.

7



With everything disconnected, the GTR crew carefully secured the transmission to a trans jack with straps and a chain and then carefully lowered it from underneath the car.

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driven on the street in a performance application," Baker explains.

Inside the case you'll find plenty of top-shelf bits that are built to handle big power, like Raybestos Racing clutches, heavy-duty servos, a hardened stub shaft, high-performance bands, drums, and a diode, along with a street/strip valve body.

"We choose a specific combination of parts for our transmissions based on the intended use," says Baker, "and in the case of the transmission for this New Edge GT project, our competition transmission with the street/strip valve body was chosen because it will hold up to 650 hp and plenty of track abuse without having punishingly hard shifts on the street."

Believe it or not, a well-built performance automatic transmission is only a piece of the performance pie. It also needs to work alongside a set of quality components spec'd to complement one another.

Killer converter

Competitive drag racers know a quality torque converter is crucial to performance, but most hold this secret close to the vest. Baker says, "Specing the right converter to the application is important since the right unit can really wake up a car and get it out of the hole a lot faster."

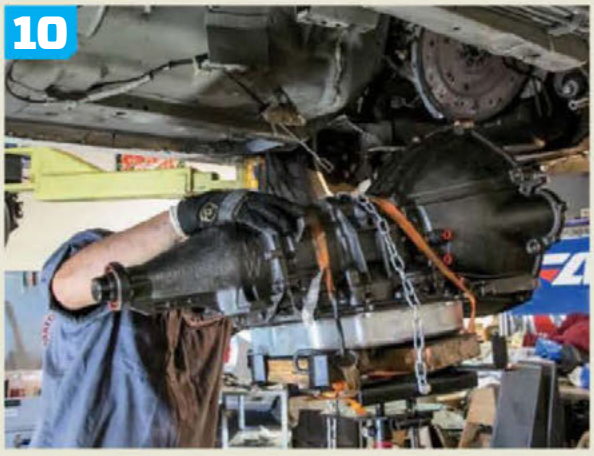
It's no secret that a torque converter can be worth up to 2 1/2 times the engine torque thanks to torque multiplication. That means the 302 lb-ft of torque our Two-Valve is making at the crank could be over 600 lb-ft at the input shaft of the transmission as it launches from the starting line with a higher-rpm stall converter. OK, so this torque



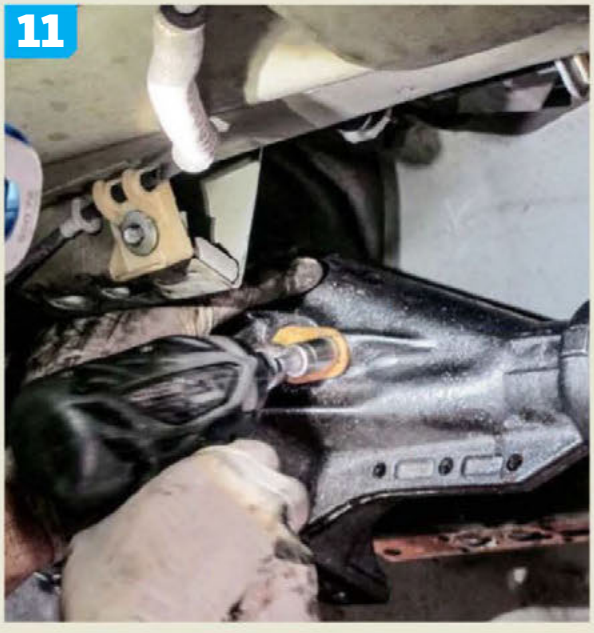
Before sliding the torque converter onto the input shaft of the PA 4R70W transmission, be sure to apply grease.



The PA triple-disc clutch needs to be filled with the included oil before being installed onto the transmission.



Ready for blastoff! It's time to go skyward with the built PA transmission, but not before it is securely strapped to the transmission jack.



All of the speedometer and auxiliary connectors come with plugs from PA; you'll need to remove them before reconnecting the OEM plugs, harnesses, and connectors.



BFGoodrich® Tires, *MOTOR TREND* and *FOUR WHEELER* invited performance driving enthusiasts to submit a short video proving he or she was indeed "driver enough" to lay down the fastest lap time behind the wheel of a 2015 Mustang GT and a 2014 Ford Raptor. Six winners were handpicked from around the country and flown out to Willow Springs International Raceway, just north of Los Angeles, to challenge themselves and each other behind the wheel. To make things even more interesting, another 50 local enthusiasts were presented with the opportunity to sign up through a microsite to partake in the event.

The Driver Enough Challenge consisted of a customized road course as well as a rough and demanding off-road track. The road course challenged participants through a series of fast straights, tight corners and a host of elevation changes. Adjacent to the road course, the rugged off-road track was designed to test the drivers' skills behind the wheel on rough, rocky terrain.

In addition to a classroom "chalk talk," professional driving instructors demoed the fastest lines around each respective course, and our challengers were also introduced to our celebrity BFGoodrich performance pro drivers who set baseline lap times on each course, thus setting the ultimate time to beat.

Brad Lovell has raced and won many off-road races including: Baja 1000, Ultra 4, TORC, and nearly every other off-road discipline. His on-road counterpart , Andrew Comrie-Picard, has won the North American Rally Championship, holds a string of 17 consecutive Rally America podiums and is an X Games Rally medalist.

Lovell and ACP weren't the only two glitterati at the Driver Enough Challenge. Road racing legend Tommy Kendall made an appearance, as did *Motor Trend's* globetrotting Editor-in-Chief, Ed Loh. Additionally, Rick Péwé, Content Director of the *Four Wheeler* Network, offered his insight and tips for the off-road portion.

BFGoodrich® Tires took full advantage of the event to prove its tires were also up to the task at hand. The on-road course featured a group of brand-new 2015 Mustang GT's fitted with g-Force™ Comp-2™ A/S tires, BFGoodrich® Tire's best-ever, ultra-high performance all-season tire. The g-Force™ Comp-2 A/S™ rubber gave the challengers the ability to accelerate faster and brake harder in their quest for fast times.

"CHALLENGERS WERE INTRODUCED TO OUR CELEBRITY PRO DRIVERS WHO SET BASELINE TIMES ON EACH COURSE"

The off-road course proved to be the perfect setting for 2014 Ford Raptors outfitted with BFGoodrich® Tire's All-Terrain T/A® KO2 meats. The All-Terrain T/A® KO2's tougher sidewalls, gravel endurance and improved traction all worked wonders on the off-road course as they helped the drivers hook up and push ahead.

Once the dust settled and the track went cold, each challenger's cumulative times and overall performance of on and off-road runs were calculated to determine our winners. Wade Koehl from Cypress, TX, came home with third, Gardner Nichols from Boulder, CO, took second place, and Mike ller, from Redlands, CA, took home first place and won the grand prize of a new set of BFGoodrich® Tires.

Our pro drivers were astonished with Iler's uncanny ability to lay down consistent, controlled and fast lap times, particularly as he doesn't have any prior racing experience. Iler lapped the off-road course within a tenth of a second of Lovell's pro lap time, and proceeded to beat the on-road pro by nearly a second!

The Driver Enough Challenge was such a success that similar events may be planned in the future. Think you're driver enough? You





A pry bar or a long flat-blade screwdriver is helpful when spinning the torque converter in order to tighten all of the bolts to the flex plate.

multiplication is only momentary as the speed of the turbine and impeller inside the torque converter equalize and the converter reaches coupling speed, but at the given stall of the converter, the torque multiplication is greatest. Within reason, the higher the stall speed, the greater the torque multiplication.

"The factory stalls are roughly 1,100 rpm, which means the motor isn't allowed to spin high enough into the powerband to make significant power before it's loaded by the drivetrain, causing a sluggish launch. But get that stall speed up around 2,800 to 3,000 rpm and the Two-Valve really comes alive off the line," Baker says.

So that's exactly what we did, with a PA45203 10-inch, triple-disc converter with a billet cover. In its current state with our mods, it stalls to roughly 2,800-3,000 rpm, but as we increase power that will change.

"We spec'd the converter with the end goal of more power, but the advantage of this unit is that we can modify the stall speed to suit any future mods you should add," Baker says.

Smart Pack

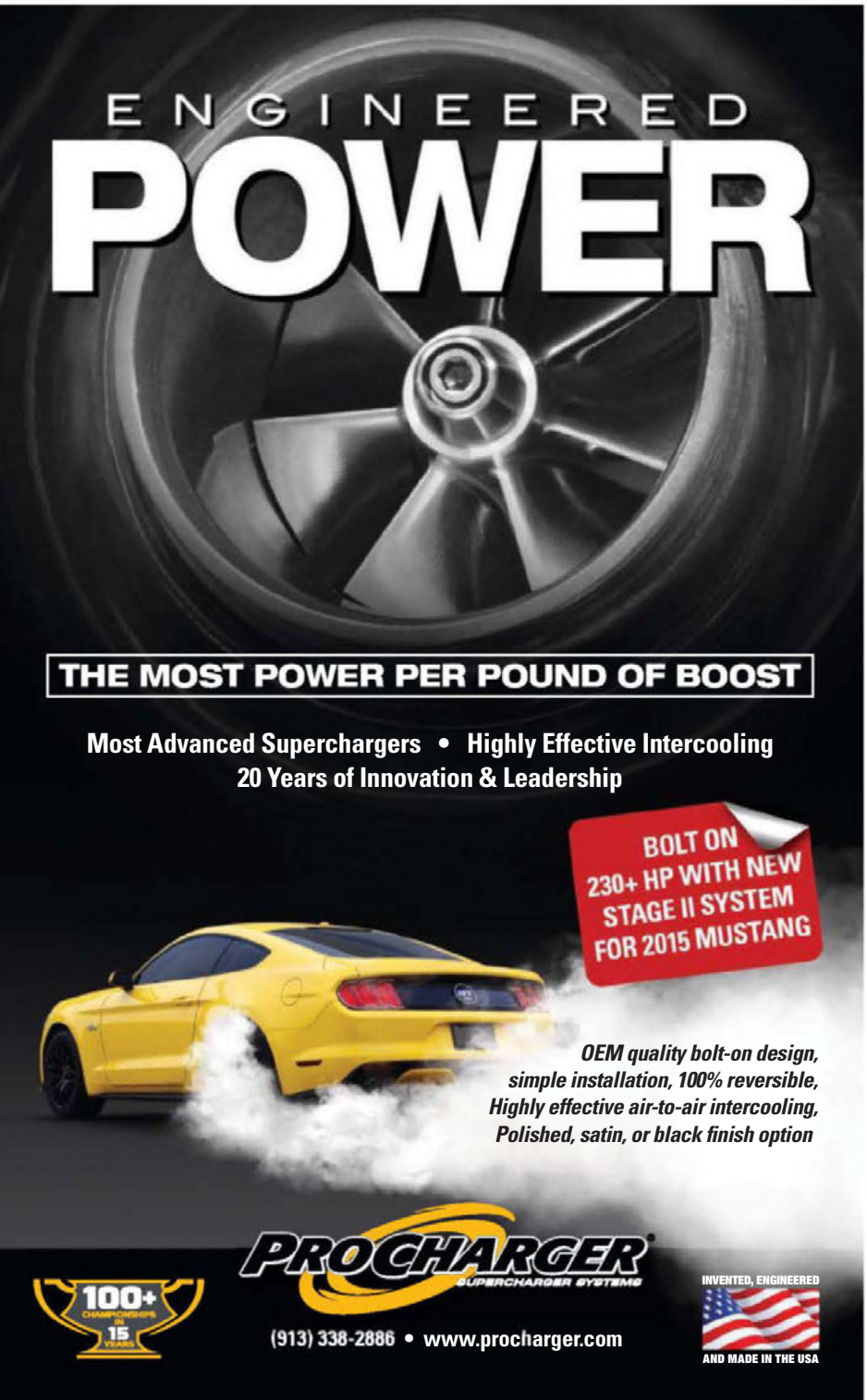
OK, so we've got a killer transmission and a proper converter, but there's still another key component to the drivetrain upgrades: a proper installation kit.

"There's nothing worse than buying an incomplete transmission kit that lacks the proper components to make it a bolt-in installation, which means you're stuck waiting on individual parts and making unplanned trips to the local parts house," Baker said.

In addition to killer components, Performance Automatic also prides itself on selling complete kits that literally have everything needed to get swap in a 4R70W (and other transmissions) into Fox-bodies, SN95s, New Edges, and other fast Fords with Performance Automatic's innovative Smart Packs.

Baker says, "We've gone to great lengths to include everything the end user will need to install the transmission, like a properly sized starter index plate, the dipstick that Ford no longer makes, a transmission mount, a nine-row transmission cooler with steel braided lines, the filler tube, fluid, and literally everything needed to make the installation easy."

That's right; not only does Performance Automatic include



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everything needed to install the transmission in your Mustang, but thanks to the help of an included MSD Atomic transmission controller (see sidebar) and the supplied conversion parts, you can also replace the T5 or AOD in your older Mustang with a newer 4R70W.

"This can be a great upgrade for people with older cars who are either looking for a better street transmission with a lockup converter and a tall overdrive or looking to put big power into their Fox-body or SN95," Baker says.

13



Make sure you have the gearshift selector cable in the right orientation before connecting it to the PA transmission or else the gear selection won't be accurate.



Usually the small details of getting an upgraded transmission into your Mustang are left up to the end-user, but in this case, Performance Automatic makes the swap easy.

Proper install

The best parts are nothing without a tidy install. As we've done with many builds, we turned to the West Coast Mustang gurus at GTR High Performance in Rancho Cucamonga, California, for help. Will Meza, Ricardo Topete, and the crew of Mustang experts at GTR made short work of removing the stock stuff and installing the performance goodies.

In under a day the crew had completed the install and made mention that the Smart Pack made the installation much easier. Since our New Edge already had a 4R70W from the factory, we opted not to use the included transmission cooler at this time, nor did we need the MSD Atomic transmission controller since we had a previously installed DiabloSport Programmer that allowed us to dial in the transmission. But had we lacked the programmer, the Performance Automatic install would have been a plug-and-play affair, even if we were updating an older Mustang with a newer 4R70W.

Track thrash and driving impression

From the moment we spun the New Edge down the street after GTR High Performance was done with the install, we knew the GT was going to perform much better at the strip. The Performance Automatic stall converter got the motor into the powerband much sooner. The transmission not only ripped off shifts with authority, but with some

tuning we were able to dial down the part-throttle shifts so it would be firm without being harsh. During daily driving the larger stall requires a little more throttle to get moving, but once under way it behaves much like the stock unit, and the converter locks up nicely on the freeway for good fuel mileage. The offset is that we can now smoke the tires with the stab of the gas, a feat the stock setup would never achieve—and all without



MSD ATOMIC CONTROLLER

In the high-performance community MSD is known for making some of the best ignition systems, but in recent years the company has also applied its expertise to EFI systems and transmission controllers. That's right, the MSD Atomic transmission controller has the ability to fully control many transmissions like the Performance Automatic 4R70W, giving enthusiasts the ability to put the electronic-controlled transmission into an older chassis that didn't come so equipped and then have full control over the transmission's tuning. Want to tweak shift points, shift firmness, and torque converter behavior? Want to switch between auto-shift or manual mode? The Atomic unit can do it all. It also comes preprogrammed with the ability to monitor the transmission in real time. The easy-to-use interface makes getting started and getting the most of your automatic transmission tuning easy.

The Atomics are offered as free-standing controllers or with a harness. In the case of our Performance Automatic Smart Pack, the MSD Atomic EFI controller and harness come as part of the kit, so upgrading your Fox-body or SN95 to a 4R70W is a simple affair. Ah, the wonders of technology.

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.700"	343	257

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increasing horsepower.

Shortly after the install we paid a visit to Auto Club Dragway in Fontana, California, for some track time to see what our drivetrain mods were worth in the way of e.t. and mph. To be fair, while we never baselined the car, it is safe to assume it was in the low 15s or very high 14s at best, since it was stock save for a CAI, mufflers, and a tune prior to these upgrades. As mentioned, the minute the GT yanked the front bumper in the air on the green bulb, we knew it was going to be good, but we could have never guessed it was going to run a 14.28 at 94 mph. Seriously, it launches considerably harder than you'd expect a bolt-on Two-Valve would, it rips off shifts with quickness, and the acceleration only tapers in the upper gears when (as expected) we run out of steam. To run low 14s in an intake-and-exhaust–equipped Two-Valve with an automatic is nothing short of impressive in our book, and it's only going to get better with the planned mods.

We've not only laid the foundation for big power by building a bulletproof drivetrain, but we also improved performance by a considerable margin. Stay tuned. We've got some big plans for our automatic-equipped GT.

Sources

Axle-Exchange
973.808.2800
axle-exchange.com

GTR High Performance
909.987.4352
gtrhipo.com

MSD Ignition
888.673.7859
msdignition.com

Performance Automatic
240.439.4650
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PA includes a dipstick and filler tube in the Smart Pack. After the installation is complete, don't forget to fill the new transmission with the included oil. Then it's time to burn some rubber.



AXLE-EXCHANGE ALUMINUM DRIVESHAFT

As part of the drivetrain package we also ditched the heavy and equally weak stock driveshaft for a feathery yet strong aluminum driveshaft from Axle-Exchange. This lightweight unit came cut to the exact dimensions, is high-speed balanced for the top-speed blasts we'll be hitting this summer, and is built to handle all the horsepower and traction we plan on adding. Yep, not only will we be adding big power, but we'll be slicking down at the track and letting this Two-Valve eat . . . and the last thing we need to worry about is a stock driveshaft snapping in half and tearing through the floorboard at high speed. We consider a quality aluminum driveshaft from Axle-Exchange cheap insurance.

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Packing a ProCharged Punch

Procharger's new system for the 2015 GT throws down impressive numbers.

BY CHRISTOPHER CAMPBELL | PHOTOS BY HENRY DE LOS SANTOS

WHILE the 5.0 Coyote in the all-new 2015 Ford Mustang makes an already solid 435 hp, we knew it wouldn't be long before supercharger companies had complete packages ready to bolt on and blow off the doors. ProCharger is already there with a new air-to-air intercooled supercharger system for the 2015 Ford Mustang GT, available in not one but two trim levels.

The HO Intercooled Systems are based on the company's proven P-1SC-1 supercharger. Combined with ProCharger's specific tuning calibrations on the handheld programmer, it delivers 45-50 percent more power



If your 2015 happens to have a strut tower brace, that's the first thing you'll need to remove, followed by popping off the engine cover. Otherwise go straight for the airbox and intake tubing. There are several small hoses clipped to the intake tube, including the cabin sound tube, which will be removed. One 10mm bolt is all that holds the airbox to the body.



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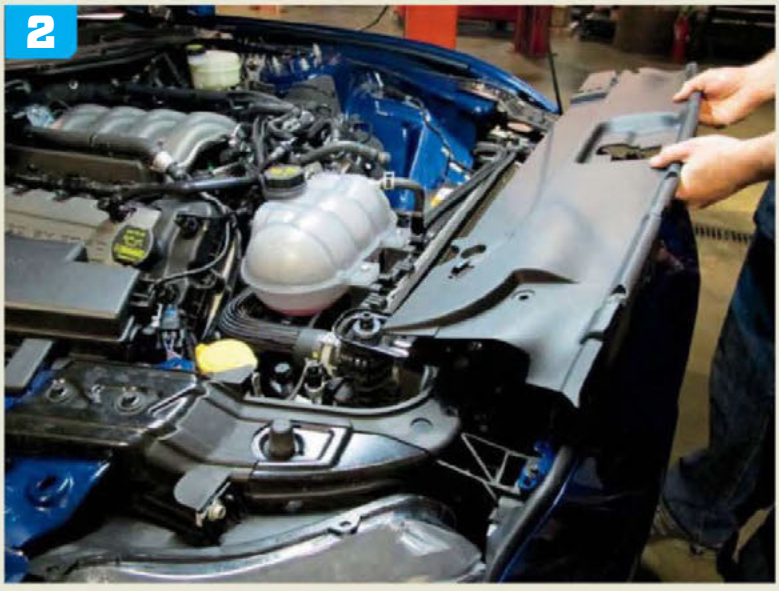
ACCEL

over stock. That's on just 8 psi of boost and pump gas. Higher boost levels and horsepower gains of 50 percent and beyond are possible with an Intercooled Tuner Kit and custom tuning—and even higher with modified motors.

If you're ready to get serious and plan on going racing, ProCharger also offers a Stage II system. The kit specs are similar to the HO, but the Stage II gets a dedicated drive system and a larger air-to-air intercooler. Gains of at least 55 percent are the norm here with the P-1SC-1, but the power levels can go stratospheric with head unit upgrades available all the way to the mighty 1,225hp-capable F-1R. You better come with a seriously built engine at this point.

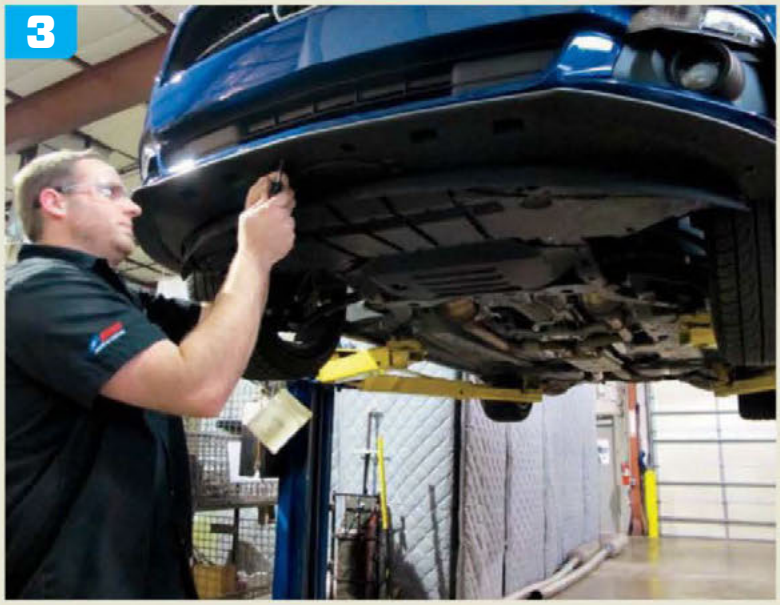
What's even more exciting is that ProCharger claims that this is the easiest to install of any Mustang supercharger system to date. That's saying quite a bit, but with a suggested installation time of only 5-6 hours with common handtools, you could feasibly be done and driving after a morning of wrenching. Happen to have a leased car? No worries. Both the HO and Stage II systems are 100 percent reversible, with no trimming or cutting to any factory OEM plastics or hardware. To see just how easy the install is, we headed over to ProCharger for a Stage II kit.

2



Just a few pushpins hold the radiator cover in place. A flat screwdriver will make quick work of these.

3



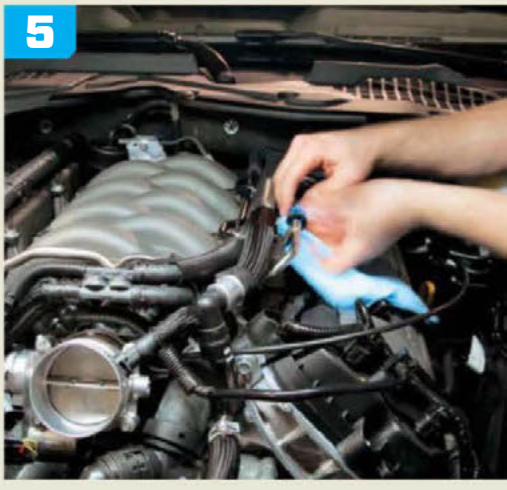
The underbody cladding, which must be pulled, also uses a few of these pushpins plus some screws. With it removed, unclip the foglight and turn signal connectors.

4



Time to pull off the nose! Underneath the radiator cover, six 8mm bolts, and two 5.5mm bolts hiding under the weather seal, hold the top of the front fascia to the core support. Behind it, two plastic radiator shrouds will need to be removed via pushpins. If you have a Track Pack car, there is an extra brace to be unbolted.

5



More air needs more fuel, so the ProCharger kit includes upgraded injectors. The fuel rails need to be pulled for injector access, so the fuel system needs to be depressurized. Gas may still leak; a towel underneath is recommended to prevent spillage.

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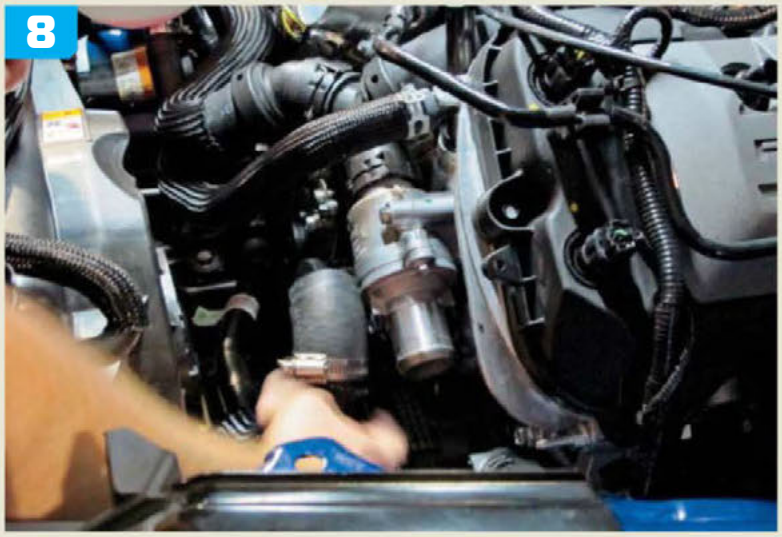
Four 10mm nuts secure the plastic fuel rail insulation bracket. These and the foam insulators have to come out before the four 10mm bolts and fuel rail spacers holding the injector rails can be accessed. Make sure to keep the injector electrical connectors in order as you pull them.

7



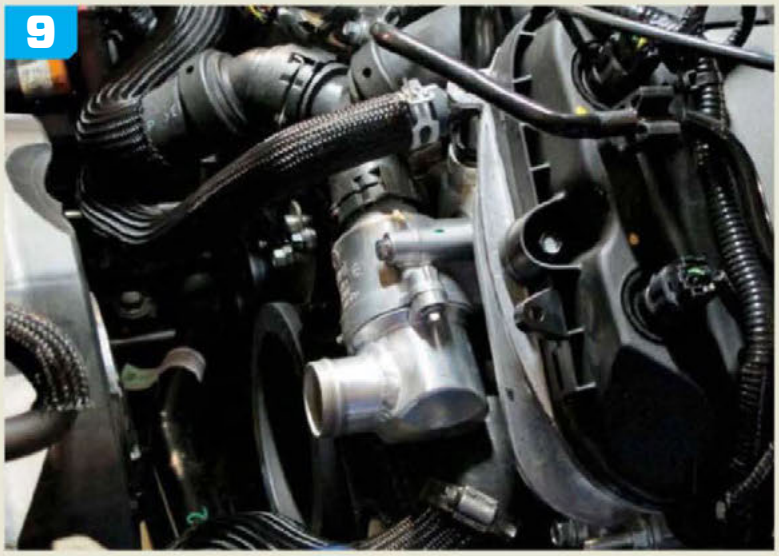
To release the factory injectors, spread the retainer clips. Before installing the new injectors, lube the new O-ring seal with clean engine oil. Make sure to face the injector electrical connections outwards so they line up with the harness.

8



We need a bit more clearance down below to make room for the engine plate, so the straight fitting on the thermostat housing gets pulled. The cooling system needs to be drained, of course, but use a clean bucket and you can reuse it.

9



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Keep the coolant aside for a while because the cooling reservoir is next to come off to make room for us to work on the front of the engine. Two 10mm bolts hold it in place.



We don't know the torque spec, but to pull the factory crankshaft bolt you'll need an 18mm socket and a pretty lengthy breaker bar. The frame mounts for the front sway bar may need to be unbolted so the bar can shift forward and make room.





Since this is a Stage II kit, it gets a dedicated drive pulley; cam locks are used to lock it to the balancer pulley. Make note of the three pairs of studs, since these will straddle the balancer's webs when rotated and will lock it in place. A new 19mm bolt will be used to tighten the balancer back.



Now it's time to start prepping for the engine plate! First, two timing cover bolts and the alternator nut are pulled.



The small L-shaped bracket and this hex standoff will make mounting points for the engine plate. The idler pulley seen below will also get an adapter shaft and a second idler pulley.





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TECH

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15



We love the rough matte black finish on the engine plate; it'll blend in perfectly with the stock engine bay. On the back is the tensioner and grooved idler pulley that will keep the blower belt engaged.

16

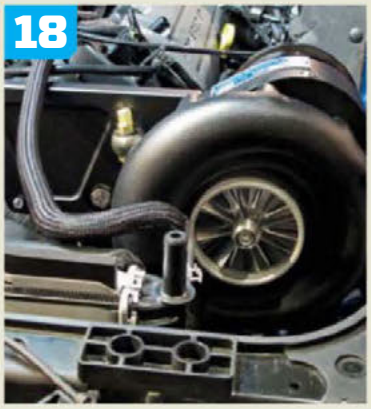


A few bolts and a cam position sensor harness need to be moved out of the way, but otherwise the plate will bolt right in with the supplied spacers, hex standoffs, and hardware.

17



With such high speeds on the impeller, good oil is critical. Prior to being bolted into place, the P-1SC-1 is filled with ProCharger's specific gear oil. There is a choice of polished, satin, or black finish for both the brackets and the head unit.



Four 5/16 and two 3/8 SHCS hold the head unit to the engine plate. With the head unit mounted, the oil drain line gets routed behind the driver-side headlight.



With the head unit tightened into place, the belt gets routed through the various idler pulleys down to the crank pulley.



After routing the belt, the pivot bolt and jackscrew are used to set the tension. There is a specific order of steps to be followed to ensure that the system can maintain proper tension.





The Stage II system is intercooled, so part of making room for the associated parts is swapping out the factory radiator brackets for these flat ones.



The wiring harness behind the bumper will need to be unclipped and relocated to the top, but otherwise the intercooler will slide right in between the bumper and condenser. The side mount brackets will use the factory bumper-to-frame mount and bolts. The MAF will insert into the plenum on the passenger side and reconnect with an extension harness.

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A few lengths of rubber and silicone hose need to be trimmed and fitted to connect the supercharger to the intercooler, most of which have 90-degree elbows. Make sure there are no kinks when installing them.



This tube that connects to the supercharger inlet gets a brass fitting and a plastic T-connection for the PCV. The valve cover vents will connect here via 5/8 hose. The IMRC diaphragm vent will also be T'd into the driver-side vent hose.



The conical air cleaner then slides onto the inlet tube. Just behind it is the ProFlow surge valve attached via a 1 1/2-inch hose to the T'd inlet tube for the intercooler.

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The factory vacuum tree will be swapped out for this assembly, which provides ports for a boost gauge.



Rather than reusing the original plastic reservoir, a new fabricated one from ProCharger is installed using the factory hardware. We glossed over a bunch of minutia, of course, but that's the gist of the install. Pretty simple.



After the factory tune is saved, the hand-held tuner is used to load the tune for our first dyno run. On our baseline before the install, the GT put down 379 hp at 6,050 and 364 lb-ft at 4,250 rpm.



Rather than 8 psi, our first run was at 10 psi and delivered a stout 577 hp at 7,200 rpm and 446 lb-ft and 6,400 rpm. Afterward we went with a pulley swap from 4.74 to 4.25 and added high-octane race fuel to go for 13 psi.

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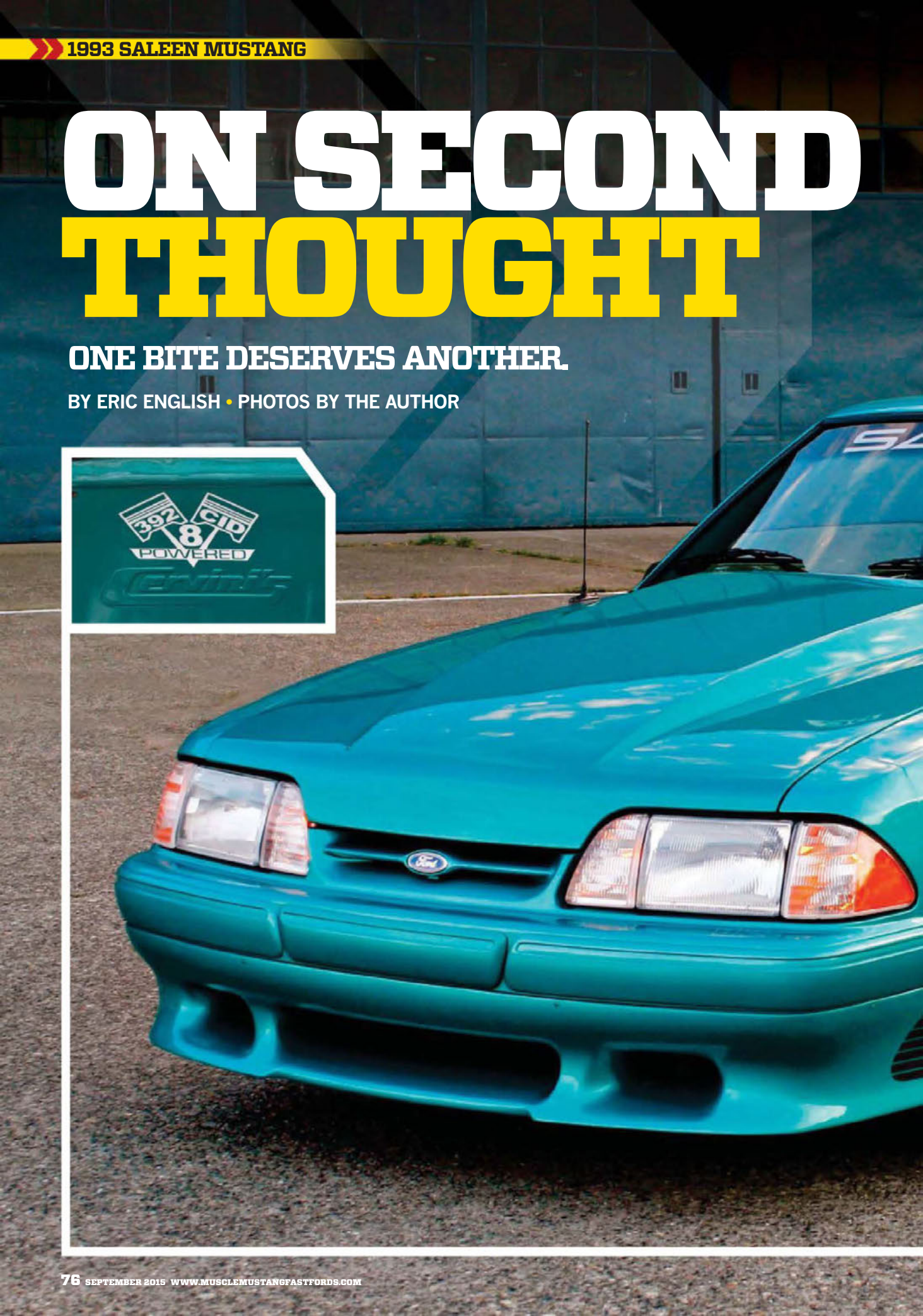


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ON SECOND THOUGHT

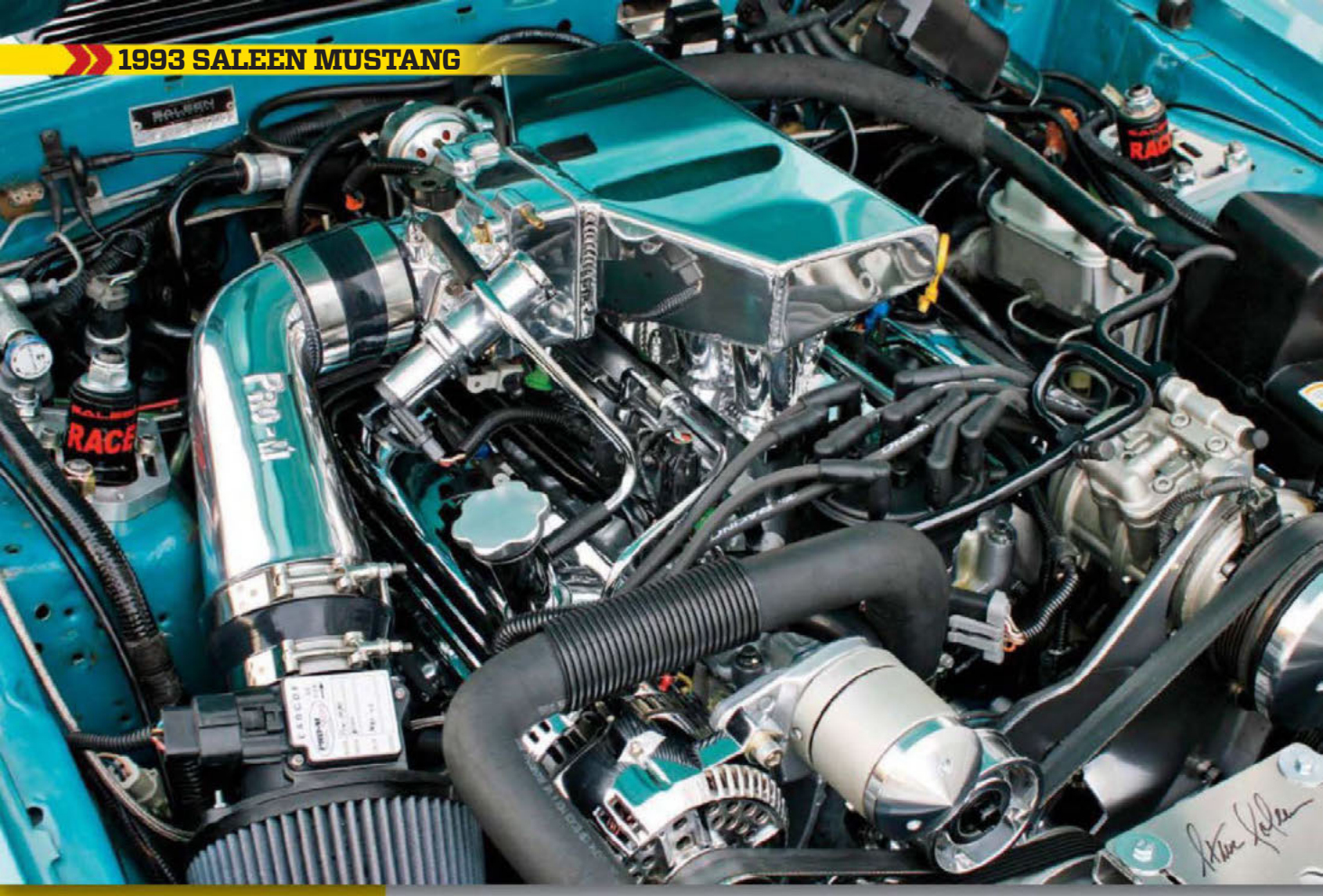
ONE BITE DESERVES ANOTHER.

BY ERIC ENGLISH • PHOTOS BY THE AUTHOR





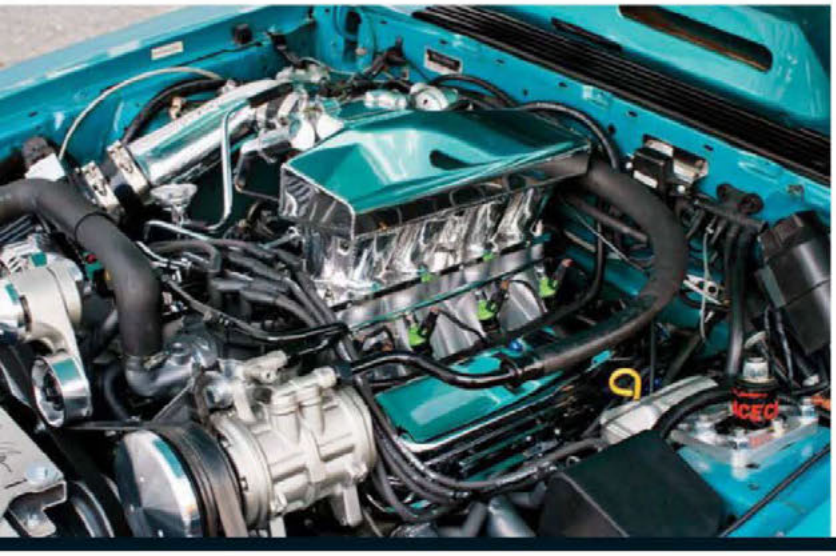

ALEEN



TOM RICE HAD LOCKED ONTO A FAVORITE MUSTANG GENRE . . . UNTIL THIS 1993 SALEEN CAME ALONG.

The nature of Ford's Mustang (and cars in general, for that matter) is that the breed tends to get better as new models debut. Understand that we're not necessarily talking about styling here, but otherwise there's a pretty consistent trend toward better drivability, safety, quality, power, economy, and technology with each new generation. For certain there are occasional stumbles when our theme doesn't hold true, but there can be little argument over the long haul.

Tom Rice has personally experienced the above phenomenon, and despite time marching on, he thought he had locked into a favorite genre some years ago. The generation of Tom's obsession turned out to be the 1994-1998 SN95s (Saleen S351s, to be specific, of which he currently owns two). That the 1994 Mustang was a leap ahead of the 1979-1993 Fox platform is a given, with improved chassis rigidity, standard four-wheel disc brakes, dual airbags, and, in rare situations, more cubic inches. That would be the 1994-1998 Saleen S351s and the 1995 Cobra R—both featuring 351 Windsors, some of the Saleens being





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1993 SALEEN MUSTANG

supercharged. So what could cause Tom to rethink his allegiance? The very 1993 you see here.

Tom stumbled upon this Fox Saleen in 2010 via the Saleen Club of America's website. He was struck by the fact that the car was one of just six Saleens ever built in Bright Calypso Green (one in 1991, five in 1993). Tom was also struck by the car's recently installed 392ci engine, realizing that with lighter weight and a big-inch Windsor, this Fox might well offer everything he liked about the SN95 S351s and then some. As luck would have it, the car was within just a few miles of his home, allowing for a quick meet and greet of buyer and seller.

"Once I saw it and drove it, I was hooked," says Tom. "The factory Recaros are the same as in my 1995 Saleen, which made me feel right at home."

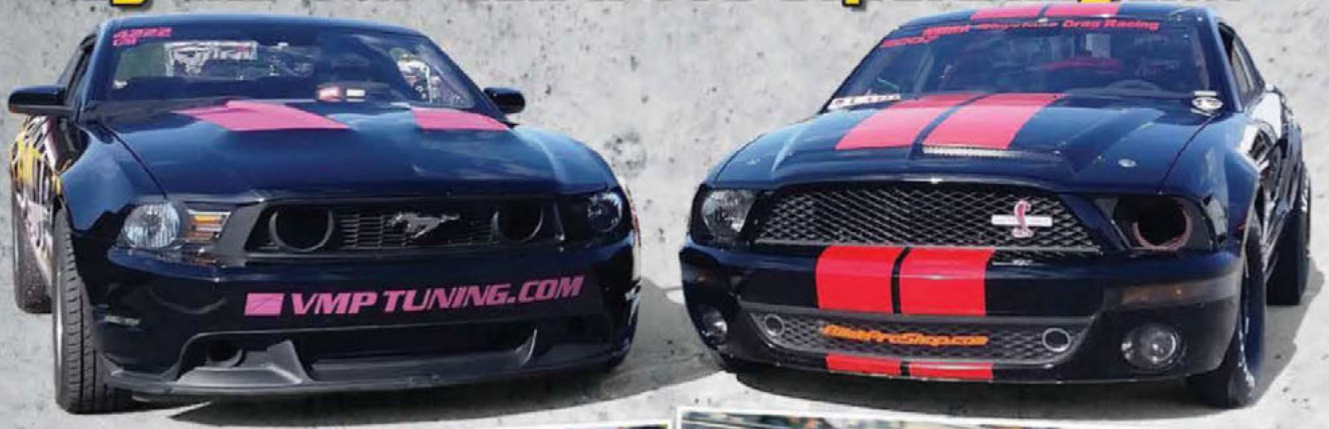
As Tom describes it, the 1993 needed a bit of TLC, but you've got to take that assessment with a grain of salt considering the current owner's standards of near-perfection. However you care to describe it, it's clear that Tom has taken the car to another level completely, replacing the stripes and doing some minor paint touchup, detailing and dialing in the engine, upping the ante on the factory modified suspension, and completely making over the braking system.

The former owner had surely put a good foundation in place after he blew up the original 302 with help from a blower. The replacement turned out to be a Ford Racing 392-inch M-6009-D392 short-block, finished off with AFR 185 cylinder heads and a Comp





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> **The results of Tom's build are satisfying, but not necessarily better than his S351's—different and similar all at the same time.**









XE282 cam. To this baseline, Tom added the ported Lightning lower intake and Hogan's sheetmetal upper, Accufab 75mm throttle-body, MAC long tubes, Anderson PMS, and untold numbers of other detail items. He also chose to add a gear to the drivetrain, installing a Tremec T56 via a Stiffler's crossmember and driveshaft safety loop. A 3.55-geared, 31-spline 8.8 brings up the rear.

To make sure the big 392ci doesn't overwhelm the rest of the car, the original Racecraft suspension was upgraded with Bilstein dampers and Maximum Motorsports' bumpsteer kit and rear control arms. The brakes, however, are a different story altogether. The front install incorporates 1994 spindles, 13-inch rotors with aluminum hats, and the Baer 6P two-piece forged calipers. "Fourteen-inch rotors would've been nice," says Tom, "but I've got an affinity for the 17-inch Speedline wheels, which are original to this car. That's why I used the 13-inch rotors, but they're 1.15 inches thick and will take a ton of abuse".

Tom is quick to credit Rick Pojman at Baer for his technical help in getting the rears brakes installed. The six-piston units are a bit unusual in a rear application, but after having difficulty getting four-piston calipers centered on the installed rotors, Tom tried the six pots and found them easier to work with.

The results of Tom's build are satisfying and in his mind, not necessarily better than his S351's, but different and similar all at the same time. Driving a Fox is a largely different experience than a SN95, with a completely different cockpit (in this case with the cool and rare factory black threads) and totally different sheetmetal. Nevertheless, strikingly similar underpinnings yield familiar characteristics when you're behind the wheel. A naturally aspirated stroker small-block doesn't know what chassis it's bolted into. If weight is comparable, performance will be too. For Tom, it now comes down to appreciating two distinct Mustang genres, with a healthy respect and enthusiasm for both.

Truth be told, like most of us, Tom likes virtually all Mustangs. Sometimes it just comes down to learning one or two inside and out, and sticking with them despite the inevitable progress of the latest and greatest.



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RETURN OF THE 5.0



COYOTE, ROAD RUNNER, AND VOODOO CARRY THE MUSTANG TORCH.

BY EVAN J. SMITH • PHOTOGRAPHY BY THE AUTHOR AND COURTESY OF FORD

UNDER pressure to produce engines with lower emissions, better economy, more power, and less vibration and harshness, Ford recognized that the classic small-block was at the end of its engineering rope. A new engine was needed to power the

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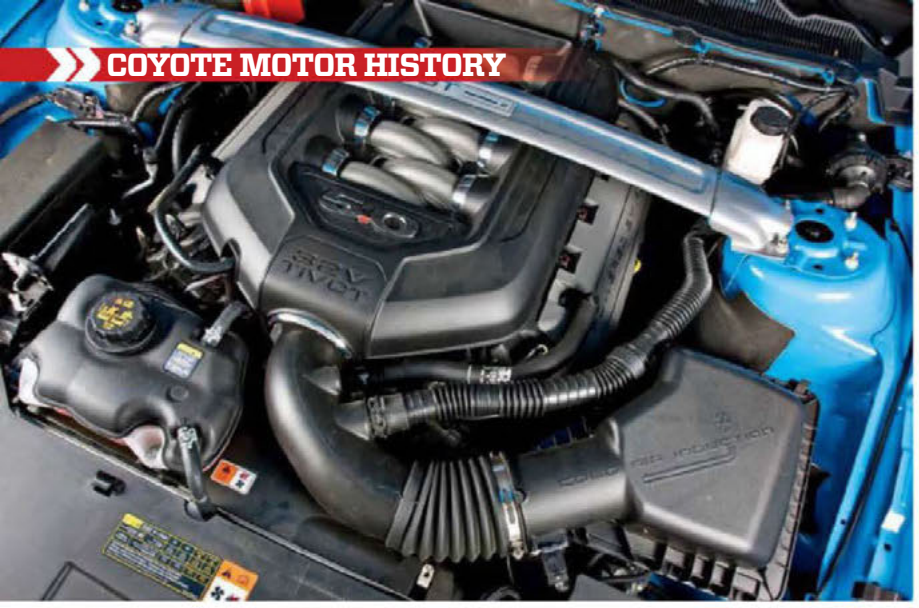
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Introduced in 2011, the 5.0 Coyote engine made 412 hp at 6,500 rpm and 390 lb-ft of torque at 4,250 rpm.



The all-aluminum block features 100mm bore spacing, along with external ribbing and deep skirts to add strength around the crankshaft main caps.



The Coyote is fitted with a forged steel crank able to sustain 7,000 rpm operation. Notice the thickness in the pan rails.



Long-runner composite intake houses the 83mm center-mount throttle-body.

iconic pony car. Ford wasted little time developing the modular line of engines. It took a few years for enthusiasts to warm up to the overhead-cam technology, but with time came horsepower. The Mustang GT evolved from 225 hp to 260, 300, and then 412—after the introduction of the Coyote 5.0L engine. The Coyote has also evolved, into the Boss 302 and the new VooDoo 5.2L version in the Shelby GT350. These engines have given the Ford Mustang an edge in performance, even when the competition has many more cubic inches.

The 5.0L Ford engine debuted in 1968, when it was simply called a 302. With a four-barrel carb, it produced 250 hp (SAE gross) and gave buyers who didn't want a big-block a nice-performing V-8 option. There have been many great version of the 302ci powerplant, including the venerable Boss 302s of 1969 and 1970, the 225 hp 5.0 H.O. (used from 1987-1993), and the Cobra 302 fitted to 1993-1995 SVT Cobra Mustangs.

The *5.0* engine moniker was popular with the Fox-body crowd, so much so that many V-8 Mustang owners often referred to their Mustang as simply a "five point oh." Recognizing the significance of the term *5.0,* Ford capitalized on the opportunity to bring back the moniker when the 2011 GT engine was developed. The world welcomed a modern 5.0 in late 2010. The decision proved popular with enthusiasts.

Along with the displacement, enthusiasts fell in love with the 400-plus horsepower (412 to be exact) that came with the 2011 GT. Starting with a clean slate, Ford engineered the 5.0L with power, efficiency, and economy in mind. Ford combined the very best attributes from the modular line of overhead-cam engines to develop the "Coyote" utilizing a strong aluminum block with deep-skirting, high-flow aluminum heads, variable cam timing, a composite intake, and tuned exhaust headers. Other features of the base 5.0 include 11:1 compression, 0.472/0.433-inch lift, and duration of 260/263 degrees. The engine includes a windage tray and an 8-quart oil pan, with a 1-5-4-8-6-3-7-2 firing order.

Cylinder heads

The Coyote project began in the spring of 2007 when Ford's director of large gas and diesel engines, Bob Fascetti, selected Mike Harrison to build a new engine for the Mustang. Harrison initially reported that his team could design and build an engine to make 370-380 hp, and Fascetti told them 400 was the number.

First to be designed was the cylinder heads. That task fell on engineers Todd Brewer and John Reigger. They created heads that outflowed the GT500 Four-Valve heads by almost 5 percent, and Kevin Shinners developed the quartet of cams to match the flow characteristics. "For the first time ever, we only ground one set of cams," said intake, combustion, and exhaust engineer Adam Christian. The heads feature two 37mm intake valves and two 31mm exhaust valves activated by roller fingers (rockers) and big 193cc intake ports.

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All-new aluminum four-valve-per-cylinder heads feature compact roller-finger followers, and this creates additional room for bigger, higher-flowing ports. Furthermore, the cylinder head design was built to withstand higher cylinder head pressures. They also feature crossflow cooling for sustained high-rpm use. Head bolt size was increased from 11 mm to 12 to contain the higher combustion pressures.



In 2012 Ford released the Boss 302 and the Boss 302 Laguna Seca. Amazingly, Ford extracted 444 hp from the hopped up "Road Runner" version of the Coyote.



The steel oil pan holds 8 quarts. The pan gasket uses an integrated windage tray to scavenge oil from the crank. This reduces parasitic loss and adds horsepower.

Building block

Ford retained the 100mm bore spacing found in the modular design, but that's about all that remained. The Coyote uses cast-iron four-bolt main bearing caps, with side bolts, and a forged steel crankshaft. The design has been a proven winner, even well past 7,000 rpm and with over 1,000 hp. The Coyote features a 92mm (3.63-inch) bore and a 92.2mm (3.65-inch) stroke.

Ford says, "The aluminum block was developed for optimized windage and oil drain back under lateral conditions and high-rpm use, such as a track-day outing. Increased main bearing bulkhead widths and nodular iron cross-bolted main bear-



Horsepower comes from airflow, so engineers designed an awesome set of heads. The base Coyote heads have a sizeable performance advantage over the GT500 heads. In fact, ported versions can support well over 1,000 hp.



Like all modular engines, the Coyote uses hydraulic lifters with finger followers.



Specially designed headers were needed to work with the new firing order.

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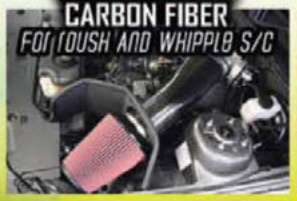


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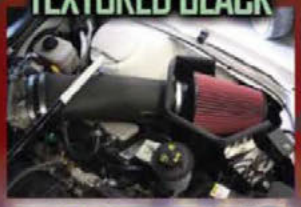


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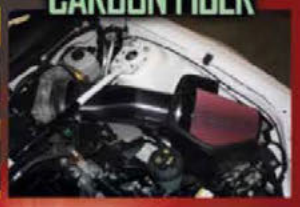
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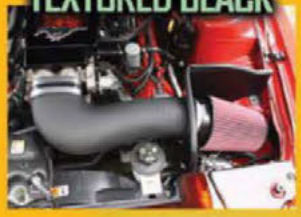
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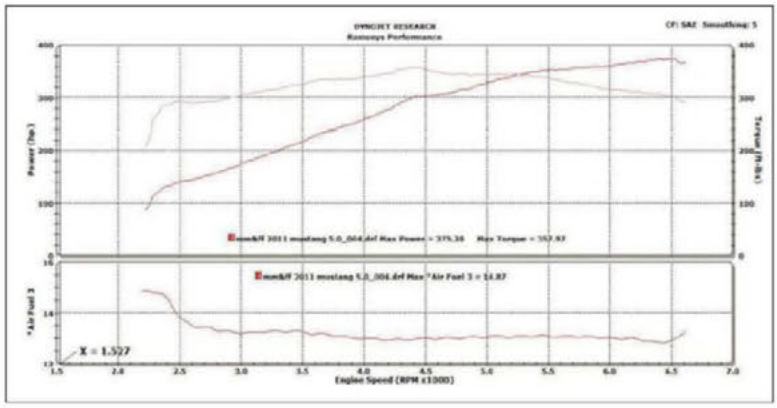


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Here's a dyno chart for a typical stock 2011 5.0 Coyote

ing caps with upsized bolts were also employed to accommodate the significant performance increase. An additional element is the increased capacity and baffling of the deep-sump stamped steel oil pan to enable sustained high-rpm use and offer the convenience of 10,000-mile oil change intervals. Piston-cooling jets also were incorporated for performance-minded customers and for faster oil warm-up on cold start."

Coolant crossover passages were moved from the intake to the block; it also uses forged powder metal rods, with a floating wrist pin and hypereutectic pistons. As you know, the team selected a composite intake manifold. This design is lighter than aluminum, has smooth passages, and keeps the incoming air cooler. The intake utilizes a 83mm inlet and a 80mm throttle-body.

Exhaust

The new firing order required a new header design to maximize scavenging and flow, so specially designed tubular exhaust headers were developed. After loads of computer modeling, a twin-T design was chosen in the 11th hour, right before the team was about to go with cast manifolds. The first set of headers was actually made by engineer Adam Christian over a weekend in his home garage.

Timing is everything

Ford learned a thing or two on variable cam timing on the Three-Valve engine. "Ti-VCT provides





The Boss 302 featured some trick engine components.



Forged aluminum pistons designed for high rpm are also used in the Boss 302.



The Boss uses upgraded sinter-forged connecting rods for improved strength, which is needed for the higher combustion pressures and engine speeds.

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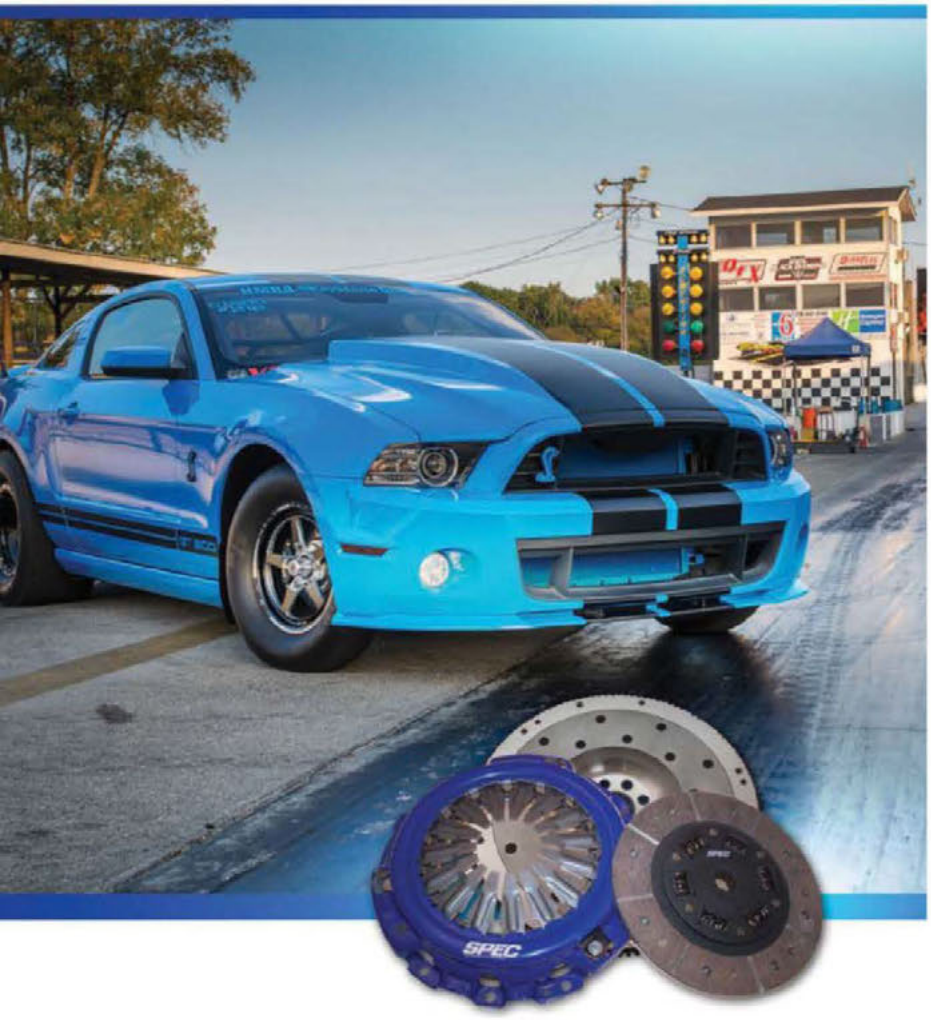
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extremely precise variable—yet independent—control of timing for intake and exhaust valves," says Ford. So you get an abundance of torque in the midrange, excellent fuel economy, and great high-rpm power.

"Ti-VCT is a win-win-win technology," says Barb Samardzich, vice president of global powertrain development. "It helps our new range of engines to deliver high performance with unsurpassed highway fuel economy and reduced emissions."

Traditionally the camshaft has only been able to open the valves at a fixed point. Now the camshaft positioning, which alters the timing of the valve events in relation to the pistons, can be advanced or retarded during operation.

The system is actuated by camshaft torque and pressurized oil. Mike Harrison says, "Using camshaft torque energy provides even faster throttle response and maximizes use of existing energy to aid fuel economy. Working like a ratchet, the one-way valves allow precise timing of camshaft events, continually optimizing timing to provide maximum torque or maximum fuel economy, based on driver input."





One of the coolest pieces on the Boss is the tall composite intake. This "tunnel-ram" style features a large plenum with tall, straight runners designed for higher-rpm operation. The cutaway shot reveals the smoothness of the runners.

Boss 302

In order to call a Mustang a Boss, it takes a special engine—one with attitude. Ford used select engineers within the 5.0L V-8 team to create the Boss. Using new technology and some old-fashioned hot rod tricks, they coaxed 444 hp and 380 lb-ft of torque from the 5.0L that spins nicely to 7,500 rpm.

"The core group of engineers on the Boss 302 engine understands and respects the heritage of the name and the history behind the original engine," explains Mike Harrison, Ford V-8 engine program manager. "The first Boss 302 was a specially built, free-breathing, high-revving small V-8 that gave it certain desirable characteristics on a race course— and we capture that essence in the new engine. In keeping with the spirit of the original, the new Boss 302 engine achieves its maximum power output at speeds at or above 7,500 rpm. Unlike the original engine, however, low-speed torque and drivability are uncompromised thanks to twin independent variable camshaft timing (Ti-VCT) technology and computer-aided engineering design tools."

The engineers turned to Ford's



The ultimate warrior is the new 5.2L engine dubbed VooDoo that will power the Shelby GT350.



For 2015, Ford made subtle changes and horsepower increased to 435 hp on the base GT.







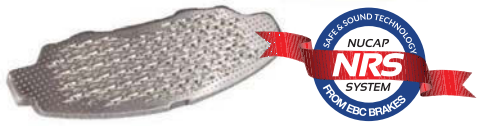
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Typical valvetrain components from a Coyote engine; they are lightweight and designed to live in the upper rpm range.

Daytona Prototype engines for a new intake design. They saw that the DP engines used a short-runners-in-the-box design, which virtually eliminates lag when the throttle is snapped open.

"The effect of the new intake design is dramatic," says Harrison. "When I took the prototype car to Mustang Chief Engineer David

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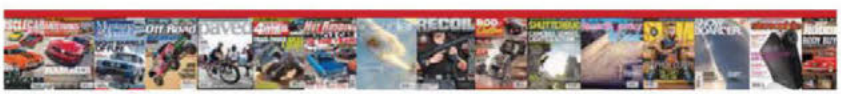


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Pericak, he took a short drive, tossed me the keys, and said 'Book it. It's in the program.' He knew what we were onto, and that's really the point where the Boss 302 was born."

To match the intake, the team went with CNC porting on the heads the full length of the intake and exhaust ports. Even the combustion chambers received some massaging. According to Ford, the process takes 2 1/2 hours per head. "This also required a lightweight, high-speed valvetrain and bulletproof reciprocating assembly that would not only hold together for 150,000-plus miles but also produce power at peak rpm," states Harrison.

"What most people don't realize is that engine stresses increase exponentially as engine speeds rise," he explains. "So moving up from GT's 7,000-rpm red line required significant reengineering of many different parts. Sacrificing reliability and usability over the GT engine was never an option."

Production engine durability testing

Before any engine can make its way to production, it must endure serious testing. Harrison explains, "Despite its racing heritage—and the rigors of track-day testing—the Boss 302 V-8 is still a production Ford engine, built alongside the 5.0L GT engine at the Essex Engine Plant in Ontario, Canada. That means it has to meet or exceed all the standard durability testing every Ford engine is required to complete."

He adds, "Ford had no engine test cells built to run at that kind of sustained speed. Ford Racing had one, but it wasn't instrumented to do production durability testing. So we had to reengineer the dyno cell with new balancers and jackshafts so the dyno wouldn't fly apart running at red line hour after hour."

Ultimately the Boss engine was tested at full output for hundreds of hours, where it outperformed the specifications. Ford stated that the test was equivalent to running the Daytona 250 race flat-out more than 175 times—in a row.

VooDoo

The 2015 Shelby GT350 and R variants will represent the pinnacle of naturally aspirated performance from Ford. The Coyote-based 5.2L "VooDoo" engine in the Shelby is



Here's an assembled Coyote long-block showing off the cam drive system.

expected to produce 526 hp and redline at 8,250 rpm. This is an immense level of power from a modern production engine of only 5.2L.

"The Shelby GT350R Mustang is a no-compromise car in the pursuit of maximum track capability," says Raj Nair, Ford group vice president of global product development. "It is a thoroughbred street car making use of technology and ingenuity to deliver performance few enthusiasts have ever experienced."

To achieve the displacement, Ford enlarged the bore size, and it also moved from a traditional crankshaft to a flat-plane crankshaft. Flat-plane cranks don't require counterbalance weights, so they are lighter and allow the engine to rev faster than cross-plane cranks, which have larger counterweights to "balance" the rotating assembly. Traditional V-8s have the connecting rods attached to the crankshaft at 90-degree intervals; the flat-plane design spaces all crank pins evenly at 180-degree intervals. You can also expect very light pistons, and the compression is up there at 12.5:1.

All-new heads get enlarged ports, bigger valves, and higher-lift cams. A new intake is used with taller ports, a larger plenum, and a 90mm throttle-body. As you can imagine, the headers have also been redesigned to work with the additional flow and the new firing order. We anticipate this engine will have big fan appeal, and we expect enthusiasts will look for ways to use the VooDoo heads and intake on standard Coyote engines.

Mustang enthusiasts will be expecting a lot of performance from the Shelby GT350, as it replaces the popular GT500. Ford indeed is making a bold move moving from a supercharger beast to a high-revving all-motor package, especially when the competition is really stepping up. One thing is certain: Ford's got its finger on the pulse, and the Shelby GT350 is the next step in the Mustangs evolution.

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05-10	GT	PROCHARGER Supercharger HO Stage II Tuner F-1A..... 6,796.00
05-10	GT	PROCHARGER Supercharger HO Intercooled Stage I System..... 5,609.00
05-10	GT	PROCHARGER Supercharger HO Intercooled Stage II System..... 5,983.00
11-14	GT	PROCHARGER Supercharger HO Stage I Tuner..... 5,001.00
11-14	GT	PROCHARGER Supercharger HO Stage II Tuner..... 5,516.00
11-14	GT	PROCHARGER Supercharger HO Intercooled Stage I Sytem..... 5,703.00
11-14	GT	PROCHARGER Supercharger HO Intercooled Stage II System..... 6,217.00
2015	GT	PROCHARGER Supercharger HO Intercooled Stage I Tuner..... 5,001.00
2015	GT	PROCHARGER Supercharger HO Intercooled Stage I System..... 5,703.00
2015	GT	PROCHARGER Supercharger HO Intercooled Stage II System..... 6,217.00

NITROUS SYSTEMS

94-04	V6	ZEX Nitrous "WET" System Purple Bottle..... 574.99
94-04	V6	ZEX Nitrous "WET" System Black Bottle..... 584.99
94-04	V6	ZEX Nitrous "WET" System Polished Bottle..... 654.50
94-04	V6	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
05-10	V6	ZEX Nitrous "WET" System Purple Bottle..... 606.75
05-10	V6	ZEX Nitrous "WET" System Black Bottle..... 616.75
05-10	V6	ZEX Nitrous "WET" System Polished Bottle..... 686.00
05-10	V6	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
11-14	V6	ZEX Nitrous "WET" System Purple Bottle..... 606.75
11-14	V6	ZEX Nitrous "WET" System Black Bottle..... 616.75
11-14	V6	ZEX Nitrous "WET" System Polished Bottle..... 686.00
11-14	V6	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
94-04	GT/Cobra	ZEX Nitrous "WET" System Purple Bottle..... 574.99
94-04	GT/Cobra	ZEX Nitrous "WET" System Black Bottle..... 584.99
94-04	GT/Cobra	ZEX Nitrous "WET" System Polished Bottle..... 654.50
94-04	GT/Cobra	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
05-10	GT/GT500	ZEX Nitrous "WET" System Purple Bottle..... 574.99
05-10	GT/GT500	ZEX Nitrous "WET" System Black Bottle..... 629.50
05-10	GT/GT500	ZEX Nitrous "WET" System Polished Bottle..... 694.50
05-10	GT/GT500	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00
11-14	GT/GT500	ZEX Nitrous "WET" System Purple Bottle..... 639.50
11-14	GT/GT500	ZEX Nitrous "WET" System Black Bottle..... 642.50
11-14	GT/GT500	ZEX Nitrous "WET" System Polished Bottle..... 719.50
11-14	GT/GT500	ZEX Nitrous "Safe Shot" System Purple Bottle..... 324.00

THROTTLE BODIES

94-98	V6	BBK 56mm Aluminium Throttle Body..... 249.99
99-00	V6	BBK 65mm Aluminium Throttle Body..... 249.99
99-00	V6	ACCUFAB 65mm Maximum Air Flow Throttle Body..... 279.99
99-00	V6	ACCUFAB 70mm Maximum Air Flow Throttle Body..... 289.99
01-04	V6	BBK 65mm Aluminium Throttle Body..... 259.95
01-04	V6	ACCUFAB 65mm Maximum Air Flow Throttle Body..... 279.99
01-04	V6	ACCUFAB 70mm Maximum Air Flow Throttle Body..... 289.99
05-07	V6	BBK 70mm Aluminium Throttle Body..... 329.99
96-04	GT	BBK 78mm Aluminium Throttle Body/Intake Combo (Black)..... 269.99
96-04	GT	BBK 78mm Aluminium Throttle Body/Intake Combo (Polished)..... 349.99
99-04	GT	PRO PRODUCTS Polished Finish 70mm Throttle Body..... 179.50
99-04	GT	PRO PRODUCTS Satin Finish 75mm Throttle Body..... 164.50
99-04	GT	PRO PRODUCTS Polished Finish 75mm Throttle Body..... 174.50
99-04	GT	PRO PRODUCTS Satin 75mm Throttle Body/Intake Combo..... 228.00
99-04	GT	PRO PRODUCTS Polished 75mm Throttle Body/Intake Combo..... 278.00
99-04	GT	AccuFab Polished (billet) 70mm Throttle Body..... 223.50
99-04	GT	AccuFab Polished (billet) 75mm Throttle Body..... 229.50
99-04	GT	AccuFab Polished (billet) 70mm Throttle Body/Intake Combo..... 414.50
99-04	GT	AccuFab Polished (billet) 75mm Throttle Body/Intake Combo..... 421.00
05-10	GT	BBK 2005-10 GT Twin 62mm Throttle Body Kit..... 319.99
05-10	GT	BBK 2005-10 GT Twin 65mm Throttle Body Kit..... 369.99
05-10	GT	Ford Racing Polished Twin 62mm Billet Throttle Body..... 599.95
07-09	GT500	BBK 2007-2009 Shelby 65MM Twin Throttle Body Kit..... 369.99
07-14	GT500	Ford Racing Cobra Jet 1797cfm Oval Throttle Body..... 609.50
07-14	GT500	Ford Racing Super Cobra Jet 65mm Twin Throttle Body..... 689.98
11-14	GT	Ford Racing 90mm Throttle Body..... 689.95
11-14	GT	Accufab 84.5mm Throttle Body..... CALL
11-14	GT	BBK 85mm Throttle Body..... 469.99
11-14	GT	BBK 90mm Throttle Body..... 549.99

TUNERS



96-15	ALL	SCT Performance X4 Power Flash..... 399.00
94-15	ALL	SCT Performance Livewire TS..... 599.00
04-14	ALL	SCT Performance iTSX Programmer..... 469.00
99-15	ALL	Diablosport Intune I1000 Programmer..... 389.00
05-15	ALL	Diablosport Trinity T1000 Programmer..... 599.00
Call	FORD	Superchips Flashpaq..... 349.00
05-11	All	Superchips Cortex..... 379.99

MASS AIR METERS



89-08	ALL	SCT BA2600 90mm..... 230.00
89-08	ALL	SCT BA3000 90mm..... 230.00
89-04	ALL	SCT BA5000 Slot Style..... 230.00
89-08	ALL	Sniper BA3000 95mm..... 299.50

IGNITION COILS



96-10	ALL	Sniper WeaponX COP for 2V/3V/4V (8)..... 439.00
99-04	GT/Lightning	Accel Direct-Fire COP 2V (8)..... 284.00
99-04	GT/Lightning	MSD Blaster COP 2V (8)..... 379.95
99-10	Cobra/GT500	Accel Direct-Fire COP 4V (8)..... 276.00
99-10	Cobra/GT500	MSD Blaster COP 4V (8)..... 399.48
05-10	GT	Accel Direct-Fire COP 3V (8)..... 348.00
05-10	GT	MSD Blaster COP 3V (8)..... 332.00

SHIFTERS



83-00	ALL	Pro 5.0 Billet Short Throw T5/T45..... 180.50
84-01	ALL	Hurst Billet/Plus Short Throw T5/T45..... 245.66
01-04	GT/Mach	Pro 5.0 Billet Short Throw TR3650..... 180.50
01-04	GT/Mach	Hurst Billet/Plus Short Throw TR3650..... 247.03
03-04	Cobra	Pro 5.0 Billet Short Throw T56..... 180.50
05-10	GT	Pro 5.0 Billet Short Throw 3V 3650..... 247.50
05-10	GT500	Pro 5.0 Billet Short Throw..... 247.50
ALL	ALL	Pro 5.0 Billet Short Throw TKO/3550..... 180.50



PULLEY KITS - UNDERDRIVE

94-98	V6	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 185.50
99-04	V6	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 373.50
96-07	GT	MOTOBLUE™ H.O. Underdrive Pulley..... 185.50
96-04	GT/Mach	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 224.50
96-01	Cobra	MOTOBLUE™ H.O. Underdrive Pulley..... 199.50
05-07	GT	MOTOBLUE™ H.O. Underdrive Pulley Kit..... 198.50

OVERDRIVE/SUPERCHARGER PULLIES

03-04	Cobra	Metco Complete Pulley Upgrade Kit..... 350.75+
03-04	Cobra	Metco QC Upper Pulley Kit..... 116.75
03-04	Cobra	Metco Auxiliary Idler Kit..... 179.65+
07-14	GT500	Innovators West Standard SFI Approved..... 700.00
07-14	GT500	Innovators West 10% Overdrive SFI Approved - 4psi+..... 700.00
07-14	GT500	Innovators West 15% Overdrive SFI Approved - 5/6psi+..... 700.00
07-12	GT500	Motoblue QC Upper Pulley Kit..... 119.95
07-12	GT500	Motoblue QC Upper Pulley Kit w/ idler kit..... 244.95
07-12	GT500	Motoblue Idler Relocation Kit..... 149.95

INTAKE MANIFOLDS



99-04	GT	Professional Products Power+Plus Typhoon Intake Manifold Satin..... 539.99
99-04	GT	Professional Products Power+Plus Typhoon Intake Manifold Polished..... 659.99
99-04	GT	Ford Racing PI Intake Manifold..... 319.00
99-04	GT	Trickflow Street Burner Intake manifold..... 869.50
99-04	GT	Trickflow Track Heat Intake Manifold Single 75mm..... 895.50
99-04	GT	Trickflow Track Heat Intake Manifold Dual 57mm..... 949.50
05-10	GT	Ford Racing High Performance 3V Intake Manifold..... 631.50
11-14	GT	Ford Racing Cobra Jet Intake Manifold..... 995.00
11-14	GT	Ford Racing Boss 302 Intake Manifold..... 815.00

CLUTCHES



94-04	V6	Centerforce Dual-Friction Clutch Kit..... 415.95
94-04	V6	RAM Stage 2: HDX Street/Strip..... 304.36
94-04	GT	RAM Stage 2: Power Grip Clutch Kit..... 396.91
94-04	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
99-04	GT	Centerforce Dual-Friction Clutch Kit..... 475.95
99-04	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
99-04	Cobra / Mach 1	Centerforce Dual-Friction Clutch Kit..... 475.95
99-04	Cobra / Mach 1	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
99-04	Cobra / Mach 1	RAM Stage 2: Power Grip Clutch Kit..... 396.91
99-04	Cobra / Mach 1	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
05-07	V6	Centerforce Dual-Friction Clutch Kit..... 502.95
05-10	GT	Centerforce Dual-Friction Clutch Kit..... 461.95
05-10	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
05-10	GT	RAM Stage 2: Power Grip Clutch Kit..... 389.09
05-10	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
05-10	V6	Spec Stage 1 Clutch Kit..... 419.95
05-10	V6	Spec Stage 2 Clutch Kit..... 489.95
07-09	GT500	Centerforce Dual-Friction Clutch Kit..... 508.95
07-09	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
07-09	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
10-12	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,694.95
10-12	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
11-13	V6	Spec Stage 1 Clutch Kit..... 389.99
11-13	V6	Spec Stage 2 Clutch Kit..... 389.99
11-14	GT	Centerforce Dual-Friction Clutch Kit..... 588.95
11-14	GT	Centerforce DYAD Twin Disk Clutch Kits..... 1,559.95
11-14	GT	RAM Stage 2: Power Grip Clutch Kit..... 389.09
11-14	GT	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50
13-14	GT500	Centerforce DYAD Twin Disk Clutch Kits..... 1,694.95
13-14	GT500	RAM Force 9.5 Dual Disc Clutch Kit..... 931.50

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HEADERS



96-98	Cobra	BBK Headers 1 5/8" x 2 1/2"	599.99
96-04	GT	BBK Headers 1 5/8" x 2 1/2"	590.50
99-02	Cobra	BBK Headers 1 5/8" x 2 1/2"	599.99
99-04	GT	ARH Headers 1 5/8" x 2 1/2" - 2 1/2" X-Pipe	1,398.58
99-04	GT	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,394.18
99-04	Mach 1	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,423.00
99-04	Mach 1	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,548.00
05-10	GT	ARH Headers 1 5/8" x 2 1/2" - 2 1/2" X-Pipe	1,398.00
05-10	GT	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" X-Pipe	1,428.00
05-10	GT	Bassani Headers 1 5/8" x 2 1/2"	889.50
07-10	GT500	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
07-10	GT500	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
07-10	GT500	Bassani Headers 1 3/4" to 1-7/8" x 3"	1,394.50
11-12	GT500	Bassani Headers 1 7/8" x 3"	999.00
11-14	V6	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" H-Pipe	1,590.00
11-14	V6	ARH Headers 1 3/4" x 2 1/2" - 2 1/2" H-Pipe	1,444.90
11-14	GT	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
11-14	GT	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
11-14	GT500	ARH Headers 1 3/4" x 3" - 3" X-Pipe	1,539.00
11-14	GT500	ARH Headers 1 7/8" x 3" - 3" X-Pipe	1,564.90
11-14	V6	Bassani Headers 1 3/4" x 2.5"	749.00
11-14	GT	Bassani Headers 1 5/8" x 2 1/2"	979.55
11-14	GT	BBK Headers 1 3/4" x 3"	549.99
11-14	GT	BBK Headers 1 3/4" x 3"	649.99

MID LENGTH HEADERS

96-04	GT	Bassani Headers 1 5/8" x 2 1/2"	660.25
96-97	Cobra	Bassani Headers 1 5/8" x 2 1/2"	707.75
98	Cobra	Bassani Headers 1 5/8" x 2 1/2"	707.75
99-04	Cobra / Mach 1	Bassani Headers 1 5/8" x 2 1/2"	668.50



SHORTY HEADERS

96-04	V6	BBK Headers 1 5/8"	299.99
96-04	GT	BBK Headers 1 5/8"	419.99
96-04	V6	JBA Headers 1 1/2"	622.00
96-04	GT	JBA Headers 1 5/8"	487.50
05-10	V6	JBA Headers 1 5/8"	398.97

X-PIPES



96-98	GT	Bassani 2 1/2" X-Pipe	349.50
96-98	Cobra	Bassani 2 1/2" X-Pipe	364.50
98-04	V6	Pypes 2 1/2" X-Pipe	194.99
98-04	All	Pypes 2 1/2" X-Pipe	194.99
99-04	GT	Bassani 2 1/2" X-Pipe	349.50
99-04	Cobra / Mach 1	Bassani 2 1/2" X-Pipe	392.50
05-10	GT	Bassani 2 1/2" X-Pipe	295.50
10-12	GT500	Borla 2 3/4" X-Pipe	258.99
11-14	GT	Bassani 3" X-Pipe	342.55
11-14	V6	Borla 2 1/4" X-Pipe	257.99
11-14	GT	Borla 2 3/4" X-Pipe	258.99
13-14	GT500	Borla 2 3/4" X-Pipe	282.99



TCI TRANSMISSIONS

96-10	All	TCI Six-Speed Transmission Package	7,653.97
96-10	All	TCI Six-Speed Transmission Package (w/ TCI Paddle Shifters)	8,291.97
96-10	All	TCI Six-Speed Transmission Package (w/ Outlaw 2-Button Shifter)	8,136.29
96-10	All	TCI Six-Speed Transmission Package	7,653.97
96-10	All	TCI Six-Speed Transmission Package (w/ TCI Paddle Shifters)	8,291.97
96-10	All	TCI Six-Speed Transmission Package (w/ Outlaw 2-Button Shifter)	8,136.29
05-09	GT	TCI StreetFighter Transmission	3,085.50
05-09	GT	TCI Super StreetFighter Transmission	3,520.50

TCI TORQUE CONVERTERS



94-96	All	TCI Saturday Night Special Torque Converter	432.00
94-04	All	TCI Breakaway Torque Converter	749.50
94-04	All	TCI Super StreetFighter Torque Converter	788.50
03-04	Mach 1	TCI Breakaway Torque Converter	749.50
03-04	Mach 1	TCI Super StreetFighter Torque Converter	788.50
05-10	All	TCI Street Fighter Torque Converter	521.25
05-10	All	TCI Super Street Fighter Torque Converter	1,044.95
05-10	All	TCI Ultimate StreetFighter Torque Converter	1,059.00

CAT BACK EXHAUST



96-97	GT	Bassani 2 1/2" Cat Back Exhaust	687.50
96-97	Cobra	Bassani 2 1/2" Cat Back Exhaust	687.50
99-04	GT	Bassani 2 1/2" Cat Back Exhaust	687.50
99-04	Cobra / Mach 1	Bassani 2 1/2" Cat Back Exhaust	764.50
99-04	GT	Magnaflow 2 1/2" Cat Back Exhaust	642.41
99-04	Cobra / Mach 1	Magnaflow 2 1/2" Cat Back Back Exhaust	665.04
05-09	GT	Magnaflow 2 1/2" Cat Back Exhaust	749.93
07-09	GT500	Magnaflow 2 1/2" Cat Back Exhaust	749.93
07-10	GT500	Bassani 3" Cat Back Exhaust	796.50
10	GT500	Borla S-Type 2 1/2" Cat Back Exhaust	1,095.99
10-12	GT500	Bassani 3" Cat Back Exhaust	1,099.00
10-12	GT500	Magnaflow 3" Cat Back Exhaust	862.24
11-12	GT500	Borla ATAK 2 3/4" Cat Back Exhaust	1,502.99
11-14	V6	Bassani 2 1/2" Cat Back Exhaust	950.00
11-14	GT	Bassani 3" Cat Back Exhaust	999.99
11-14	V6	Magnaflow 2 1/2" Cat Back Exhaust	749.93
11-14	GT	Magnaflow 3" Cat Back Exhaust	862.24
11-14	V6	Borla ATAK 2 1/4" Cat Back Exhaust	1,174.99
11-14	GT	Borla ATAK 2 3/4" Cat Back Exhaust	1,562.99
13-14	GT500	Magnaflow 3" Cat Back Exhaust	900.62
13-14	GT500	Borla ATAK 2 3/4" Cat Back Exhaust	1,483.99

BRAKES



94-98	GT / V8	SSBC Short Stop Slotted Rotor Upgrade Kits	337.99
99-04	GT / V8	SSBC Short Stop Slotted Rotor Upgrade Kits	337.99
99-04	Cobra / Mach 1	SSBC Short Stop Slotted Rotor Upgrade Kits	364.95
05-10	GT	SSBC Short Stop Slotted Rotor Upgrade Kits	422.50
05-14	V6	AP Racing Front 6 Piston Brakes	3,510.25
05-14	V6	AP Racing Rear 4 Piston Brakes	3,795.25
05-14	GT	AP Racing Front 6 Piston Brakes	3,510.25
05-14	GT	AP Racing Rear 4 Piston Brakes	3,795.25
07-14	GT500	AP Racing Front 6 Piston Brakes	2,940.25
07-14	GT500	AP Racing Rear 4 Piston Brakes	2,940.25

SUSPENSION



94-04	V6	Eibach Pro-Kit	273.18
94-04	GT	Eibach Pro-Kit	273.18
94-04	V6	QA1 Double Adjuatable Coilovers	414.95
94-04	GT	QA1 Double Adjuatable Coilovers	414.95
96-02	Cobra	QA1 Double Adjuatable Coilovers	829.95
99-02	Cobra	Eibach Pro-Kit	293.05
03-04	Cobra	Eibach Pro-Kit	293.05
03-04	Mach 1	Eibach Pro-Kit	273.18
03-04	Cobra	QA1 Double Adjuatable Coilovers	829.95
03-04	Cobra	QA1 Double Adjuatable Coilovers	829.95
05-10	V6	Eibach Pro-Kit	273.18
05-10	GT	Eibach Pro-Kit	273.18
05-14	All	QA1 Double Adjuatable Coilovers	899.97
05-14	All	QA1 Drag "R" Series Coilovers	729.97
07-09	GT500	Eibach Pro-Kit	293.05
10-12	GT500	Eibach Pro-Kit	293.05
11-14	V6	Eibach Pro-Kit	273.18
11-14	GT	Eibach Pro-Kit	273.18
11-14	GT	BMR Drag Pack	214.50
11-14	GT	BMR Drag Pack	214.50
13-14	GT500	Eibach Pro-Kit	293.05
13-14	GT500	BMR Drag Pack	214.50

2015 PARTS

UNIVERSAL 2015 PARTS

2015+	ALL	Whiteline Front Sway Bar 35mm Adjustable	249.99
2015+	ALL	Whiteline Rear Sway Bar 24mm Adjustable	249.99
2015+	ALL	Whiteline Front/Rear Sway Bar Kit. Incl F+R bars, links & lateral locks	582.99
2015+	ALL	Eibach Anti-Roll Bar Kit (Front Only)	285.61
2015+	ALL	Eibach Anti-Roll Bar Kit (Rear Only)	265.74
2015+	ALL	Eibach Anti-Roll Bar Kit (Front & Rear)	497.58
2015+	ALL	H&R Sport Spring	269.99
2015+	ALL	H&R Super Spring	269.99
2015+	ALL	K&N Replacement Panel Air Filter	52.99
2015+	Ecoboost/V6	Eibach Pro Kit	270.89

2.3 ECOBOOST SPECIFIC

2015+	2.3 Ecoboost	Airaid Intake System	344.90
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Standard)	329.99
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Modular Exhaust)	374.99
2015+	2.3 Ecoboost	ATP Turbo 3" 304 Stainless Downpipe (Modular Exhaust & Turbo)	419.99
2015+	2.3 Ecoboost	Borla Touring Rear Section 2.25" pipe 4" tip	769.99
2015+	2.3 Ecoboost	Borla S Type Rear Section 2.25" pipe 4" tip	749.99
2015+	2.3 Ecoboost	Borla Atak Rear Section 2.25" pipe 4" tip	749.99
2015+	2.3 Ecoboost	Borla Touring Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	Borla S Type Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	Borla Atak Cat Back 2.25" pipe 4" tip	1,099.99
2015+	2.3 Ecoboost	MagnaFlow Axle Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	749.99
2015+	2.3 Ecoboost	MagnaFlow Cat Back, SS, 2.5in, Street, Dual Split Polished 4.5in Tips	1,079.99
2015+	2.3 Ecoboost	MagnaFlow Cat Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	1,079.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Black	154.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Blue	154.99
2015+	2.3 Ecoboost	Mishimoto Baffled Oil Catch Can - Red	154.99
2015+	2.3 Ecoboost	Mishimoto Black Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Mishimoto Blue Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Mishimoto Red Silicone Coolant Hose Kit	117.99
2015+	2.3 Ecoboost	Turbosmart BOV Kompact Dual Port	239.99

3.7 V6 SPECIFIC

2015+	V6	Airaid Intake System	354.90
2015+	V6	Airaid PowerAid TB Spacer	129.90
2015+	V6	MagnaFlow Axle Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	749.99
2015+	V6	MagnaFlow Cat Back, SS, 2.5in, Street, Dual Split Polished 4.5in Tips	CALL
2015+	V6	MagnaFlow Cat Back, SS, 2.5in, Competition, Dual Split Polish 4.5in Tips	1,079.99
2015+	V6	Borla Touring Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla S Type Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla Atak Rear Section 2.25" pipe 4" tip	CALL
2015+	V6	Borla Touring Cat Back 2.25" pipe 4" tip	CALL
2015+	V6	Borla S Type Cat Back 2.25" pipe 4" tip	CALL
2015+	V6	Borla Atak Cat Back 2.25" pipe 4" tip	CALL

5.0 V8 SPECIFIC

2015+	5.0 GT	aFe Silver Bullet Throttle Body Spacers	117.50
2015+	5.0 GT	Airaid Intake System	349.90
2015+	5.0 GT	Airaid PowerAid TB Spacer	129.90
2015+	5.0 GT	Borla Touring Rear Section 2.5" pipe 4" tip	CALL
2015+	5.0 GT	Borla S-Type Rear Section 2.5" pipe 4" tip	719.99
2015+	5.0 GT	Borla ATAK S Rear Section 2.5" pipe 4" tip	719.99
2015+	5.0 GT	Borla Touring Cat-Back 2.5" pipe 4" tip	1,099.99
2015+	5.0 GT	Borla S-Type Cat-Back 2.5" pipe 4" tip	1,049.99
2015+	5.0 GT	Borla ATAK S Cat-Back 2.5" pipe 4" tip	1,049.99
2015+	5.0 GT	Borla ATAK Cat-Back 3" pipe 4" tip	1,224.99
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2015+	5.0 GT	Corsa 3" Axle Back Exhaust, Black Dual 4.5" Tip *Sport*	1,049.00
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2015+	5.0 GT	MBRP 3" Cat Back, Dual Split Rear, Street Version, 4.5" tips, T409	649.99



WHEELS

21ST ANNUAL NITTO TIRE NMRA SPRING BREAK SHOOTOUT IN BRADENTON MOTORSPORTS PARK

BY PAUL ROSNER • PHOTOS BY THE AUTHOR



BRADENTON MOTORSPORTS PARK IS IN THE HEART OF THE SUNSHINE STATE.

Warm weather, palm trees, gorgeous sunsets over the gulf—and the opening act of the Keystone Automotive National Mustang Racers Association!

Probably the event most commonly referred to as "the vacation we all just can't wait to get here," the 21st Annual Nitto Tire NMRA Spring Break Shootout aimed to please racers and fans alike. Steve Wolcott, the president and CEO of the NMRA, and his crew are always dressed to impress with a fun-packed weekend of parties, shootouts, giveaways, and lots of heart pounding quarter-mile action.

After everybody got a taste of VHT in their first time run, the collection of racers, family, and friends gathered at the SCT & NMRA Racer's Appreciation Party. Mass quantities of pizza and cold beverages



UP!

were consumed as SCT shirts and even SCT X4 Power Flash tuners were given away. Designated drivers then made the trek to Hooters, always a wild time. Just look for the smoke rolling and the flashing lights.

Entertainment then shifted Saturday to the dragstrip, when the Ford Racing Cobra Jet Showdown presented by Watson Racing put on a bumper-cover-scraping spectacle of Ford's finest and fastest factory hot rod race cars in between heads-up and Open Comp style qualifying rounds 2 and 3.

Eliminations started at sun-up on Sunday for all classes, with rounds of the VMP Superchargers Terminator versus GT500 Shootout special event mixed in.

The success of any racing event is its entertainment value, and there's nothing that adds more to the experience than being able to get right down on the playing field and mingle directly with the players and their machines. Here's an overview of the winners lineup from the 21st Annual Nitto Tire NMRA Spring Break Shootout in Bradenton Motorsports Park.



The UPR Products car show boasted over 250 participants from around the country: a few nostalgias, lots of new gens, some powerful, and others very rare, but all Bluebloods. The Mustang Club of West Central Florida was gracious enough to host the event, making it a warm and personal experience for all.



Anytime you start your weekend eliminations with the NHRA Stock/Super Stock dominating Cobra Jets, you're guaranteed lots of 8-second, wheelstanding, down-to-the-stripe, fender-to-fender action. The Ford Racing Cobra Jet Shootout presented by Watson Racing did not disappoint. Last year's champ, 1999 IHRA Pro Stock champ and Stock Eliminator record holder Chris Holbrook, almost repeated, as he rode the bumper most of the way down the quarter-mile in a standing-room-only final on Saturday night.



It's no wonder John Calvert is the man to beat early on in 2015. He has more experience in the factory Ford Cobra Jet than anyone, piloting Brent Hajek's first production run Cobra Jet to its first win back in 2009. Calvert's blown Coyote 5.0L–powered CJ, factored at 10.10, faced off against Holbrook's 10-flat run, making it about as close as you can get to a heads-up drag race in the final. Calvert took top honors in the Ford Racing Cobra Jet Shootout presented by Watson Racing with a string of deadly consistent low 8.60s.



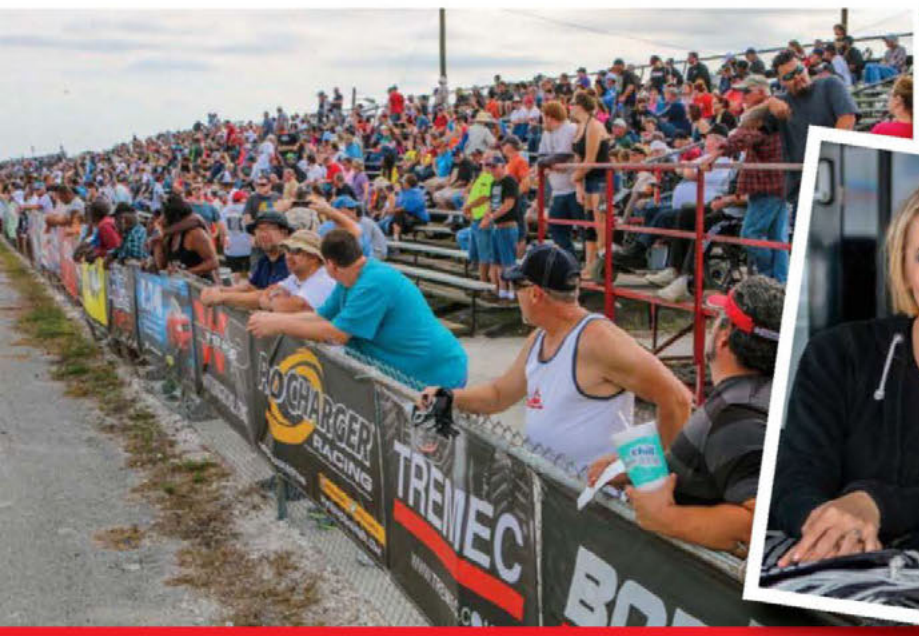
The Carl Tasca Sr. versus Roy Hill drag racing rivalry spans many years, and today's Trojans were suited in Outlaw Cobra Jets. The two match-raced their 7-second Cobra Jets for winner-takes-all bragging rights. Tasca ran a sick 7.60 with his current setup, winning the best of three exhibition runs.



Johnny ''Lightning'' Wiker is a legend among SCT tuning aficionados, specializing in Kenne Bell combos, so it was only fitting that a 2013 Cobra Jet would eventually be on the menu—but a Coyote 5.0L version? Wiker, owner of JLP Performance, slayed its potential by the 2014 year-end with a blistering 8.11 record run in Edelbrock Renegade. In 2015, he made the switch to ProCharger Coyote Modified with his JLP-built, 3.6L Kenne Bell–boosted Cobra Jet. It didn't take long to pay dividends; he qualified No. 1 at 8.295 and won a tight battle against Hellion's rookie sensation, Haley James, in a tight 8.288 to 8.298 contest.



Former Pure Street bridesmaid Steve ''Farmer'' Gifford has been blogging about the gaining popularity of the Strange Engineering Coyote Stock class since its inception several years ago, or maybe you should call it plotting. He pushed his Brian Campbell's Finishline Performance revamped Coyote 5.0L crate engine pony out of the barn late last season and just in time to trailer the field at the World Finals in Bowling Green. Now picking up where he left off, Gifford rowed his Tremec TKO-500 through the field to face former Factory Stock champ Michael Washington in the final. Gifford was a blink quicker on the tree, edging out the former champ 10.488 to 10.549 for the Strange Engineering Coyote Stock trophy.



For the 21st year, Bradenton Motorsports Park continued packing them in. Standing room only at the Nitto Tire NMRA Spring Break Shootout, presented by Muscle Mustangs & Fast Fords magazine.



“Probably the event most commonly referred to as “the vacation we all just can’t wait to get here”.”



JPC Performance owner Justin Burcham made the trip from Maryland to lay down what appeared to be exhibition runs in the Fluid Turbo Concepts Turbo Coyote class, where he had the field covered by more than a second and a half in a ‘‘streetcar callout.’’ His 85mm Precision Turbo–boosted, RGR Engines–built, Coyote-powered 2011 Mustang ‘‘streetcar’’ laid down an amazing 7.598 at over 183 mph in the cool conditions on Saturday evening.



Former NMRA Exedy Racing Clutch Mod Motor Champ Gary ‘‘Hollywood’’ Parker couldn’t get out of his helmet with the huge smile stuck on his face after his first wheels-up pass during qualifying. He swapped the ’ol docile, consistent 4.6L Four-Valve Glide setup for a high-winding MV Performance–massaged, 5.0L Coyote powerplant to assault the heads-up American Racing Headers Factory Stock fraternity.



Matt Amrine won his first American Racing Headers Factory Stock Championship in 2013. Even though the champ wasn’t able to make the 2014 season opener, his BES Engines–built Two-Valve stormed back, winning every event until losing one of the closest races in NMRA history, by James Meredith’s Coyote 5.0L–powered pony at the World Finals in Bowling Green. In that race, Meredith made history by putting the first Coyote in the winner’s circle while securing a runner-up finish in the 2014 championship chase, to Amrine. A rematch of the two fighters was inescapable, and electricity filled the air when fate put them side-by-side at the season opener finale. Amrine got the holeshot and the win, 10.73 to 10.86, Coyote goes home, Two-Valve heads for the Winners’ Circle.



Lots of folks took Shane Halleman’s Precision Twin Turbo 2003 Cobra for a Car Show queen after seeing it on display at the Chicago Auto Show. He said that if it weren’t for the efforts of his crew, his Paul Knippen’s Muscle Motors–built Four-Valve wouldn’t have made it to the VMP Superchargers Terminator/GT500 Shootout in Bradenton. It looked like the teams were even with Halleman’s Cobra on top at 8.182 and Greg Perez’s GT500 just a wink behind at 8.184, but Perez’s mechanical issues kept him out of eliminations. This left the door open for Halleman, who ran low 8s throughout eliminations, beating an outgunned Rick Kankes GT500 in the final 8.48 to 9.84.



There’s no better place to buy products, explore new parts and technology, or speak to the professionals about your hot rod and race car needs than the Manufacturer’s Midway at an NMRA event. There were 59 venders on-hand in Bradenton Motorsports Park to help with any Mustang and Ford needs.



When it’s your day, it’s your day. Sunday was definitely Jason Henson’s day. He qualified number 1 in Exedy Racing Clutch Modular Muscle with a perfect light .000 and continued with another perfect light .000 in a Round 1 bye with his bone-stock 2003 Mach I to send fear in the eyes of the country’s elite Open Comp style racers. 2014 class champ Susan McClenaghan, who qualified No. 2 with a .003 light, took out fellow Team Roush racer Donnie Bowles in the semis as Henson marched through his side of the ladder to meet the Roush LP gas 9-second terror in the final. McClenaghan got the redeye minus .007, giving the win to Henson’s .088 12.195 on a 12.12 breakout to her 9.454 on a 9.46.



We've heard of folks taking a break from racing, but a 45-year break? Louis Fernandez's wife, Patty, convinced him to get back into racing so he had something to do with his five grandsons. Fernandez and his crew put together a 363-cube carbureted 351W for his old Fox-body to get back into racing. It's a shame the boys had baseball tournaments because Grandpa slayed 'em with a dead-on 9.94, two 9.95s, and a handful of great lights on route to the final where last year's No. 2 man Wesley Dalrymple went minus .024 red, giving the Flex-a-lite Open Comp big check to Fernandez.



Bart Tobener has been racing since he got his driver's license, piloting everything from superbikes to SCCA and drag racing Mustangs. He switched to an 88mm turbo and stepped up to Street outlaw in 2013, then midyear he went back to his supercharged setup and the class he has competed in for more than two decades. In 2014, Tobener and his MV Performance–built ProCharged 5.4L 1992 coupe was the one to beat, collecting three wins, the first to bust into the 7-second zone and the Edelbrock Renegade championship. He qualified No. 3 at 7.85 and went to the semis.



Arguably the hottest controversial topic of 2015 is the addition of the 76mm turbocharger in Renegade. Brian Devilbiss' L&M Race Engines–built 5.8L, Evolution Performance GT500 has proven to be a deadly quick combo, conquering all in the VMP Superchargers Terminator/GT500 Shootouts. They were a shoe-in to move into the class; their 2013 GT500 landed solidly in the second spot on the ladder with the first couple passes on the car in Renegade legal trim. Devilbiss fought all the way to the final dance in his inaugural appearance in the class—he is the one to watch this season.



If there's one thing reigning nine-time VP Racing Fuels Street Outlaw champ John Urist has learned, it's "If it ain't broke, don't fix it." The Hellion Power Systems 1993 coupe retains the same championship-winning 94mm Precision Turbo–fed, 430ci, Keith Neal powerglide–driven setup. They topped the qualifying ladder with a record-breaking 6.86 e.t. and downed contestants one-by-one with a sickening string of consistent runs between 6.903 and 6.911, picking up where they left off last season and taking the win.



New Mexico native Frank Varela is a seasoned veteran with a long history of Outlaw Drag Radial racing dating back to the old Fun Ford Weekend days at Firebird Raceway. He claimed the 2014 ProCharger Coyote Modified Championship driving for Dwayne James and the Hellion Turbo crew in their 1993 coupe with a nasty turbocharged combo. They qualified No. 1 at all but one event and won three times. However, in 2015, Team Hellion decided to make it a three-car team, fitting the championship-winning car for Dwayne James daughter, Haley. Frank had his old 1989 coupe updated by Behind Bars Racecars and suited it with a stepped-up version of the Hellion-turbocharged, MMR-built Coyote 5.0L combo for assault on the Edelbrock Renegade class. The Hellion crew of veterans was unstoppable, topping the field with a 7.75 and claiming the event win over Brian Devilbiss. They never ran slower than 7.78 in their maiden voyages down the quarter-mile with the hot new Hellion Turbo setup.



BATHURST RF - Silver with Mirror Cut Face

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance.

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When it comes to colorful characters, there is none better at the game and more into the part than Ronnie "The ModFather" Diaz. The crew is decked out in gangster bunny attire with "What's up Dohc" insignia to personify their Acors Performance Racecars–built, turbocharged UFC Machine Shop 358ci Four-Valve motor. They had the smallest and lone modular engine in the class but still managed to claim the No. 5 spot on the ladder with a 7.19. Dan Saitz turbocharged red coupe advanced to the second round with a stout 7.01 as Diaz lost traction at the 60-foot marker.

Delhi, Ontario, Canada, natives John and Heather Mummery thrashed to get their 2.6L Kenne Bell blown Three-Valve Stang ready for the annual trip to escape winter and head for warmer pastures at the Nitto Tire NMRA Spring Break Shootout in Bradenton. Unfortunately the car wasn't cooperating. Tuning problems left them pushing the car in the trailer and wondering if it was worth the 23-hour trip. They struggled the first day just getting the car top idle, but on Friday it came around, and Mummery topped the Roush Super Stang ladder with a .001 light then rowed through the field with his Exedy Racing Clutch, 3650 shifted pony to face Marvin Knack in the final. Mummery was just getting his second wind, putting down a sick .016 bulb, 11.015 on 11-flat package to Knack's .084, 12.04 on 12.02.



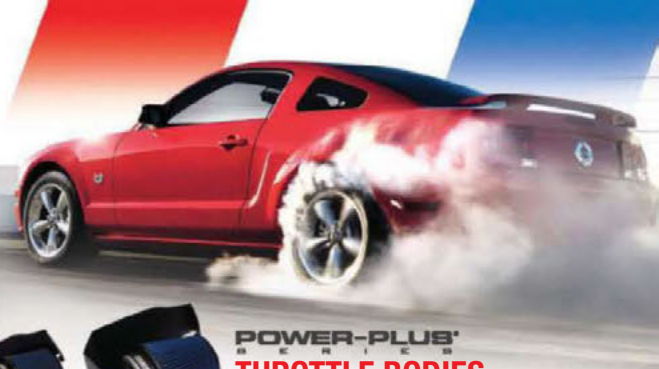


Johnny Wiker's business, Johnny Lightning Performance, was birthed from his tutelage in Lightning truck performance. His 1999 Lightning displays their potential, featuring a Kenne Bell gargantuan 4.7L-topped 380 stroker, a Rozzler turbo 400 trans, and Neal Chance converter. Wiker qualified No. 2 with a .009 light and drove his mid-8-second grocery hauler through a 21-truck field to face Greg Bagwell's 1970 Ranchero for the cash. Bagwell went red as Wiker went an 8.65 on his 8.59 with a great .054 bulb. Wiker took top honors in both Detroit Locker Truck and Lightning Class in his truck, and took ProCharger Coyote Modified in his even quicker 2014 Kenne Bell–topped Cobra Jet!



Florida native Tony Alm is used to getting down a hot and slippery racetrack, but the cold conditions during qualifying had him wowing the crowd with a three-quarter-track wheelie that still put him seventh on the qualifying grid with a 7.91 at only 134 mph. He, his wife Patti, and crew, field an unorthodox but always fast 8.2-inch deck MPR Race Engines–built, Precision-turbocharged, 363ci powerplant motivated by an ATF powerglide transmission. They made repairs to the car and ran a solid 7.14 to event Runner-Up Phil Hines' sick 6.88.

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94-95 GT Fenderwell	**1712**	-- Cold-Air-Induction (Chrome)	$199.99
96-04 GT Fenderwell	**17185**	Cold-Air-Induction (Black Out)	$199.99
96-04 GT Fenderwell	**1718**	-- Cold-Air-Induction (Chrome)	$179.99
99-04 V6 Fenderwell	**1719**	-- Cold-Air-Induction (Chrome)	$199.99
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96-98 GT	**5015**	-- High-Flow Aluminum Rail Kit	$219.99
99-04 GT	**5016**	-- High-Flow Aluminum Rail Kit	$219.99
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86-93 5.0L	**1503**	-- 75mm Throttle Body	$209.99
86-93 5.0L	**1600**	-- 75mm Throttle Body & EGR Plate	$269.99
94-95 GT	**1523**	-- 70mm Throttle Body	$209.99
94-98 V6	**1548**	-- 56mm Throttle Body	$249.99
96-04 GT	**1700**	-- 70mm Throttle Body	$209.99
96-04 GT	**1701**	-- 75mm Throttle Body	$219.99
96-01 Cobra	**1711**	-- Twin 65mm Throttle Body	$369.99
99-00 V6	**1552**	-- 65mm Throttle Body	$269.99
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BYOB finally hits the digs and clicks off a decent 11.91 at 122. Without using slicks, we had to slip the clutch off the line to ride that tight balance of traction and horsepower without bogging the 3.31/3,800-pound combo. This meant that the best we could muster was a mediocre 1.96 short time. Unfortunately, after a few more passes, it took a toll on the factory clutch and we started looking at replacements.

BYOB Goes DYAD

Our resident Coyote gets its shift together with Amsoil and grabs onto life with Centerforce's twin-disc clutch.

BY VINNIE KUNG > PHOTOS BY HENRY DE LOS SANTOS, THE AUTHOR, AND THE MANUFACTURER

PROJECT car BYOB (Build Your Own Boss) has been serving some rather mundane purposes as of late. Seriously, from post office runs to dropping the kids off at school, daily duties have relegated our awesome Coyote coupe to the 14-lane SoCal parking lot otherwise known as the 405. Very little excitement has crossed our path in the past few months. Yeah, we suck. So instead of turning our 2011 GT into a soccer-mom's key-basket fantasy, we decided to punch a hole into our anger management therapy card by taking BYOB to a quick track day at Auto Club Dragway in Fontana, California.

Using the same 91-octane pump gas that the state of California considers the most octane that us Americans should ever need, we slid our way to the Christ-



mas tree with the same 19-inch street tires that we hit Surf City with and made a few runs with our beloved Procharged wannabe Boss.

Without the benefit of slicks, we were able to lay down a decent 1.96 60-foot for a relatively brisk 11.91 at 122 mph. The density altitude kept climbing past Mount Everest, but yeah, we know, for a car with 592 hp at the wheels it should be trucking along with greater speed.

After carefully slipping the third pedal for a few runs, the stock clutch wasn't really liking things. As a matter of fact, it said, "Hey guy, really?" After this outing, the power of our force-fed Coyote was well beyond what the factory clutch was capable of handling. All you could "smell" was some hipster asking, "Is someone welding metal?" Yes, our stock clutch was now toast.

Aside from that, street driving was also a bit annoying. The MT-82 was bad at downshifting into Second when making slow speed maneuvers. As we later discovered, our car had been at the Ford dealer at least twice for this complaint prior to our ownership. So BYOB has finally faced the same issues we've heard about for years on the forums, namely the vague factory clutch and the smoothness of shifting.

Who's your DYADDY?

While the stock 11-inch clutch may have hints of the almighty 2003 Cobra, it is simply not enough to plant your supercharged or turbocharged Coyote to low-e.t. destiny. It'll hold up fine if you tiptoe the fine line of slippage and horsepower on the street, but with real tires or more track days you're toast if you like to exercise your right to freedom of

After some late-night research on that newfangled interweb, we landed on Centerforce's twin-disc DYAD (pronounced "dy-ad") DS drive system. The complete setup fits into the stock clutch envelope with no modifications needed to the factory self-adjusting hydraulic system or transmission itself. It comes complete with a billet steel flywheel, ARP fasteners, and Centerforce's proprietary ball-bearing pressure plate design and centrifugal weights for added clamping power at higher engine speeds. Part number 04234805 lists for $2,315.95 and fits all Coyote Mustangs with the MT-82 and factory 23-spline input shaft.



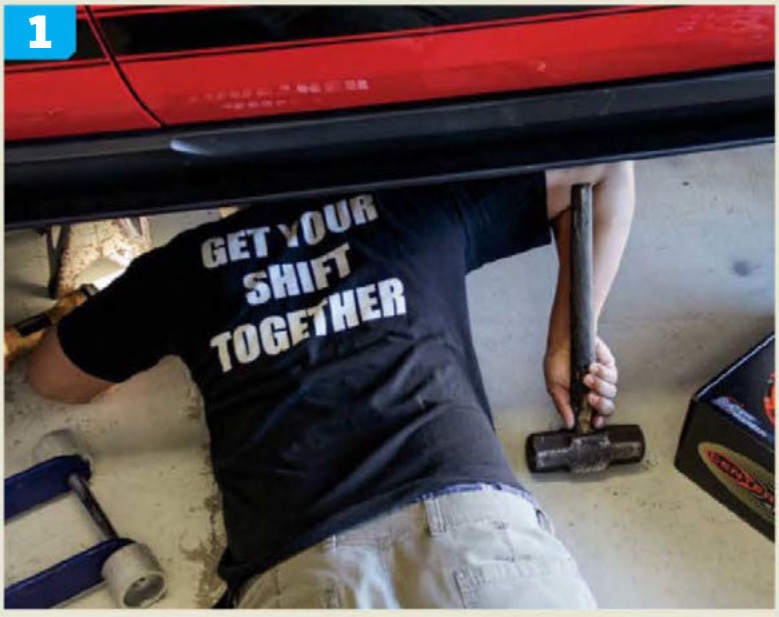


boost. So when we reached out to Centerforce and reviewed what kind of power BYOB was making along with the intended purpose of the car, the crew there suggested going straight to the big dog, which is their twin-disc DYAD (pronounced "dy-ad").

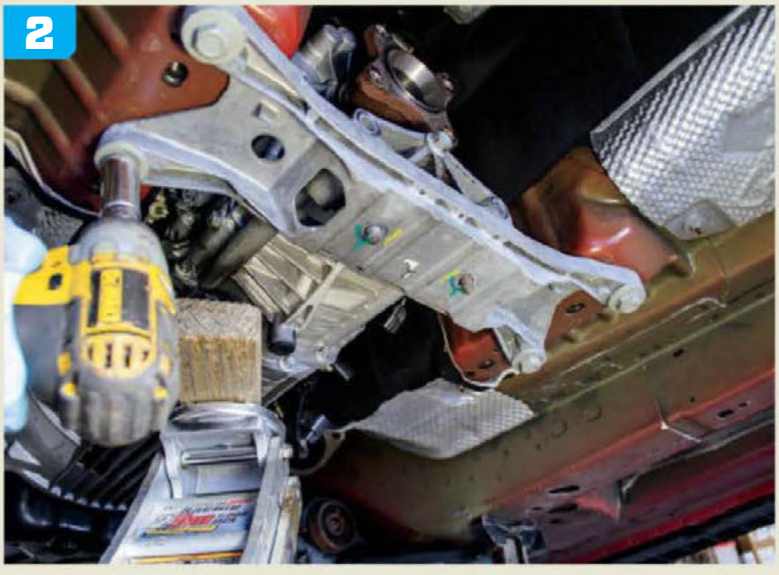
With a proprietary design that prevents floater plate chatter, this setup weighs similar to the stock setup (OEM is 45.5 pounds, DYAD 45.4) and offers smooth take-up and a light pedal when you're driving around town. And thanks to Centerforce's signature centrifugal weights on the release fingers, clamping force actually increases as rpm rises, which is perfect for BYOB's power curve because it climbs exponentially as the tach swings right. Best of all, DYAD installs with no special modifications and is a direct replacement for the stocker.

DIY in one day

Since we are truly the do-it-yourself types, we did the clutch job in our home shop over the course of a day. With the car securely placed on jackstands, we disconnected the battery, removed the starter's three bolts with a 10mm socket, swivel and



1 With our Coyote coupe securely placed on jackstands, we went to work.



2 With the transmission raised slightly with the jack, we removed the driveshaft and cat pipe and then undid the four crossmember bolts with an 18mm socket. The transmission mount is held in place with three bolts going horizontally into the rear of the gearbox and two nuts at the bottom. Using a 15mm socket and a cordless impact wrench, these zip right off.



3 With the transmission lowered, we were able to undo the shifter from underneath. The starter was next (make sure you disconnect the battery!) and the bellhousing bolts were in sight.



4 While it's super-tight underneath here, you'll need to disconnect the hydraulic clutch fluid line. A small clip on top of the slave cylinder's elbow needs to slide off. This allows you to pull up on the line carefully to disconnect it. Cover the end fitting with a rubber cap to prevent the fluid from dripping all over the place.



5 Up top, two bellhousing bolts are an absolute bear to get to. The best way to manage this is to use a couple of 12-inch, 1/2-inch drive extensions with a swivel and a 13mm deep socket on top. The driver-side bolt isn't too bad, but the passenger-side one has some wiring in the way that will need to be slid down to make room for the socket.

ratchet, and moved onto the factory cat pipes. A 15mm socket loosens the intermediate pipe, and the same socket is then used to undo the nuts from above that connect the cats to the factory headers. The driveshaft comes out next, and then the rear crossmember is removed with an 18mm socket and a 15mm socket for the rubber mount itself. Once the hydraulic clutch release line and all the wiring are disconnected from the transmission, grab your 13mm socket and start attacking those bellhousing bolts. The two top bolts are best removed with two 12-inch-long, 1/2-inch drive extensions and a swivel. This is the only way you will get to those top bolts unless you feel like pulling off your intake manifold and hitting them from up top. We were able to do everything from underneath. Lastly, remove the two bolts that hold the block plate to the transmission, right at the bottom by the oil pan. With a motorcycle jack (or even better, a transmission jack) supporting the transmission's entire weight, we were able to slide the transmission out and revel in the stock clutch's dust-encrusted glory.

Removing the stock clutch setup from the engine is very simple. With



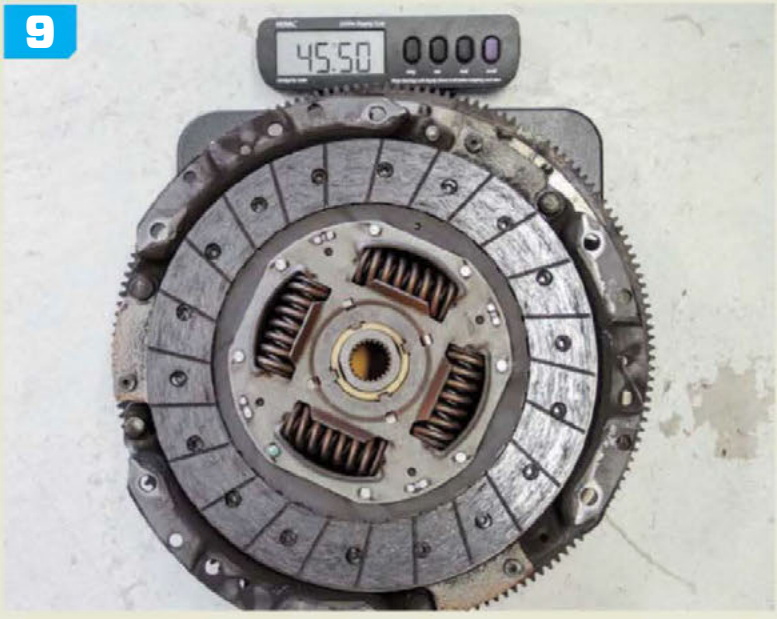
With the transmission carefully lowered and out of the car, we were able to remove the stock clutch cover and disc.



The stock nodular iron flywheel is held in place with eight bolts. Plus, as you'll notice, there are two additional holes present that are designed to help you remove the flywheel by acting as a puller to overcome the interference-fit center bore. Take two bolts that you already removed and insert them into the threaded holes. Carefully tighten them by going back and forth between the two. The flywheel will come off in seconds.



With the flywheel off, we can inspect the area behind for any leaks at the rear main seal. Since our car has very few miles, everything was bone-dry. Make sure you don't disturb the crankshaft position reluctor ring on the end of the crank. Centerforce supplies a new roller pilot bearing, but we left ours alone as it looked perfect.



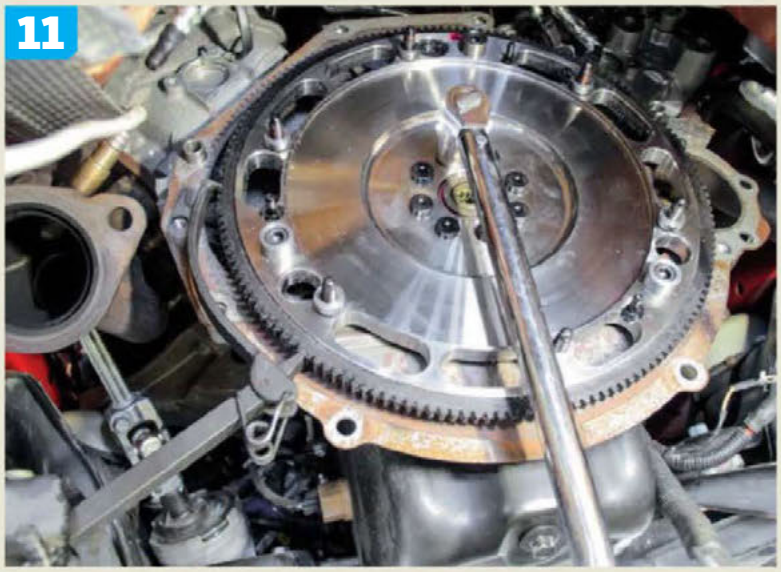
The factory clutch and flywheel setup weighs 45.5 pounds.



Centerforce's DYAD setup weighs slightly less than the stock setup at 45.4 pounds. Impressive considering you've got two 10-inch discs and a floater in there.

a 13mm socket, pull off the clutch cover, take the disc out, and remove all eight flywheel bolts. Next we aligned the new Centerforce flywheel by rotating it until all of the bolt holes lined up, then we used the supplied 10mm (thread diameter) ARP bolts to secure the new flywheel to the crank. With some thread-locking compound in place, go in a crisscross pattern and torque the bolts down three steps—first to 25 lb-ft, then to 50, and finally to 70-72. We then were careful to line up the painted markings that Centerforce uses to zero balance the clutch assembly, so we lined everything up, inserted the supplied 23-spline clutch disc alignment tool, and carefully tightened the clutch cover bolts in sequence (to 35-38 lb-ft) to evenly apply pressure.

Once we checked everything out, we put a little bit of grease on the input shaft of the transmission and jacked the MT-82 into place. Incredibly, the entire assembly bolted right up. It was like doing a stock clutch



The Centerforce flywheel gets installed first. With the supplied ARP bolts, apply red thread-locking compound and tighten the bolts down in three steps—first to 25 lb-ft, then to 50, and finally to 70-72. Note the flywheel holding tool, which we consider a necessity when doing clutch jobs.

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The first disc goes into place. Note the multifinger design and the sprung hub, which allows for smooth torque transfer.



Next up, we install the floater disc by aligning it with the three guide pins on the flywheel. Check out the cross-drilling (that's hotness!) Make sure you align the painted marks on the disc with that of the flywheel since the entire assembly was balanced by Centerforce and we need to make sure we maintain the zero balance of the engine.



We then installed the outer disc onto the sprung hub of the first disc. This one has a spring between the two faces of the disc, which allows for smooth engagement.

replacement. Looking at the bench test report that came with our clutch, it looks like our particular unit can handle 1,267 lb-ft of torque. That's plenty of margin for us!

With the gearbox reinstalled, we now looked to help the shifting experience. Before we go any further, we want to put those keyboard racers out there in check. From our experience, this imported MT-82 gearbox has been quite fine. Nobody really blows these gearboxes up except for a sprinkling of input shaft failures. Hey, we'd rather have a tough time getting into gear than have no have gear at all (yes, T5, we are talking to you!) Also, unlike a worn T56, which will drive you batty and not shift when you really need it to at high rpm, the MT-82 will work with you when it comes to powershifting. So, from



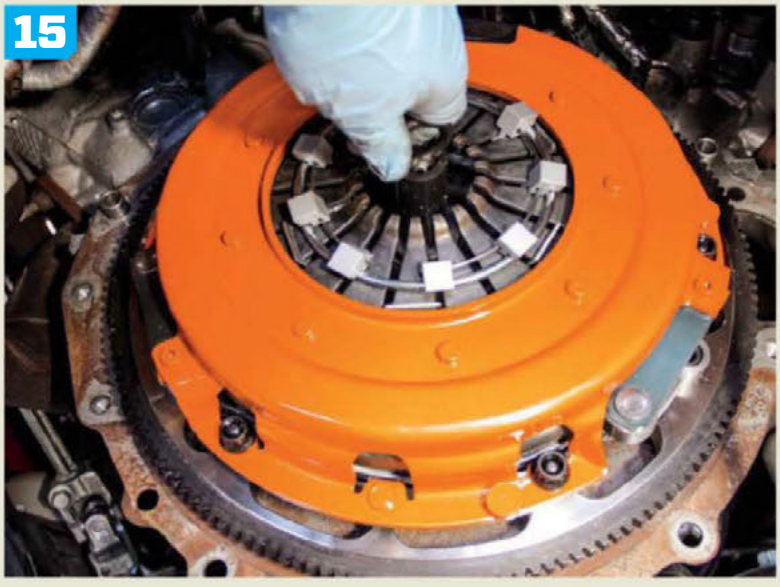


our personal experience, improving the MT-82's shifting is all about the fluid, probably even more so than the shifter and mounts. As a matter of fact, even Ford realized the fluid was an issue because they changed the specification during production of the car to a different fluid to help ease engagement. Rather than dilly-dally with OEM part numbers, we gave our buds at Amsoil a call and picked up a few quarts of their Manual Synchro-mesh Transmission Fluid in 5W-30 weight (2.7 quarts are needed) to refill our six-speed with new life-giving lubricants.

Once we had the car back on the ground, we immediately noticed two things. First was how quiet the DYAD setup was at idle. Unlike GT500s, where you'd be able to hear the floater disc rattle around and make a noise during actuation, the Centerforce piece was virtually dead-quiet. Also interesting was how immediately the MT-82 responded to the new Amsoil fluid. The gear shifts were infinitely smoother, and after about 50 miles of driving, it was like a hot knife through butter.

When all was said and done, we drastically transformed how our project car performed in both daily activities and under more severe (read: competitive) environments thanks to a simple fluid change and clutch upgrade. Long hail the MT-82! Now, more track days and fewer whack days.

15



Lastly we installed the clutch cover and placed the ARP nuts in place, over the bullet nose studs. The supplied clutch disc alignment tool is then fully inserted.

16



We then tightened the cover's bolts to 35-38 ft-lb while working in a crisscross pattern.

17



Before reinstalling the transmission, we placed some high-temp grease to the input shaft. Use just enough to leave a thin coat here to aid installation and promote longevity. Avoid slathering on too much because it can get slung off and onto the clutch disc surfaces, which could ruin everything.

18



On top of the MT-82 is a small vent cap with a rubber hose extension. We noticed that the line was a bit dry-rotted, so we replaced it with a new section of hose and put it back on top of the gearbox.

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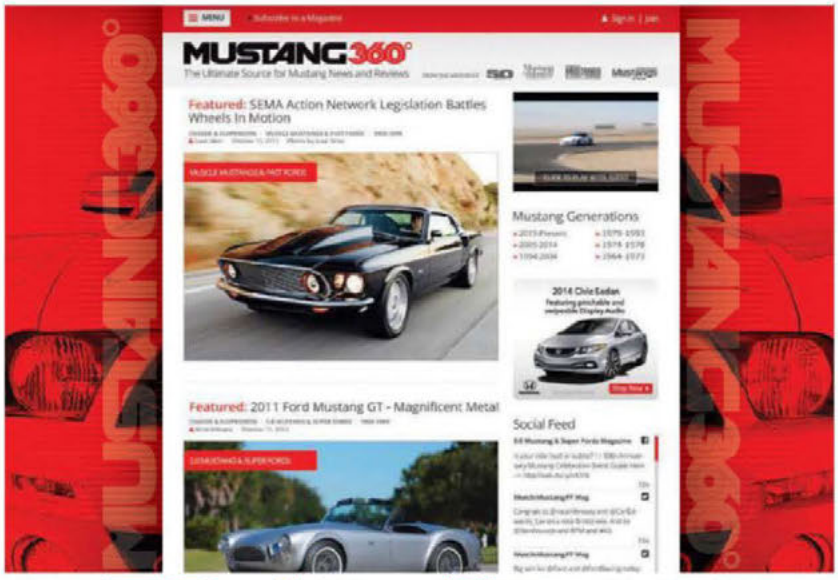
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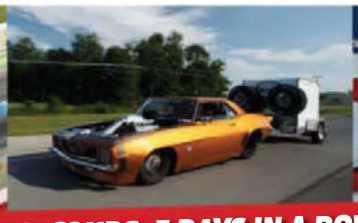


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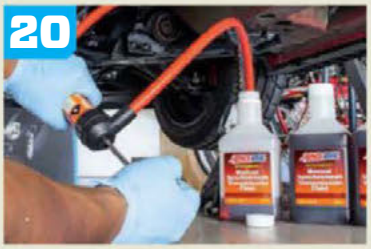
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Here is the Getrag MT-82 in all its glory. Don't let any of the naysayers detract you from this gearbox—it is a solid piece for street/strip use, and with fresh fluid and a good clutch setup it can outperform many of the so-called full replacement upgrades out there. Because of the integrated bell-housing design and the deep cooling fins on the bottom side, we strongly recommend the use of a transmission jack, or in our case a motorcycle jack with a large pad, to work this bad-boy into and out of the floor pan.



To ease shifting, the best thing you can do is upgrade to Amsoil's Synchromesh Transmission Fluid because it contains the friction modifiers that this gearbox desperately needs. Because the fill plug is on the passenger side (comes off with an 8mm internal hex wrench) there is little room to fill it without the use of a pump like this one, which we bought at the local tool store. The MT-82 uses 2.7 quarts.



With everything nearly completed underneath, it was time to reinstall the cat pipe. The best way to get to the outer nuts of the pipe is to go from up top with a 15mm deep socket, a 1/2-inch drive swivel, and miles of extensions. It's hard to see here, but the nut is way down there, getting cranked down to leak-free heaven. And yes, you can reuse the factory steel gaskets.

BYOB gets the strong bite and smooth shifting it deserves!

Sources

Amsoil
735.399.8324
amsoil.com

Centerforce
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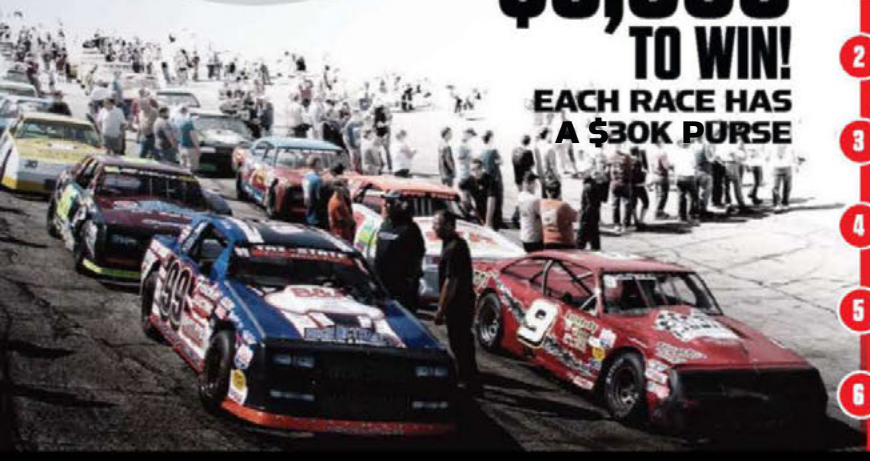


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BABE OF THE MONTH

HOT MUSTANG CHICK » BY HENRY DE LOS SANTOS



Olivia

Our newest Babe of the Month is Olivia Hart, who was born and raised in Winchester, Kentucky, and recently made the move to Atlanta. Olivia tells us that she has always been a Mustang enthusiast, but even more so after settling into her new digs. And just how did that happen?

Olivia says, "Not only is the city enormous, but so is the car scene. I've always enjoyed Mustangs, and it's grown even more ever since I attended the Ford Mustang's 50th Anniversary event in Charlotte, North Carolina."

The 2006 Torch Red GT shown here is owned by Zach Wilson and has been outfitted with a complete Airlift Performance suspension setup, including a Roush Extreme Performance exhaust, and sits on 20-inch Matte Graphite Verde custom wheels.

While Olivia looks great standing next to Zach's ride, she's currently looking for a Mustang of her own. If she has it her way, it'll be a 2015 Ingot Silver 5.0 GT with the premium package. She says, "What got me interested in this particular combination is the looks and horsepower."

Nice choice, Olivia. We're sure you'll enjoy it.

» If you think you're Babe of the Month material, email your Mustang-related bio and a few photos to finish.line@enthusiastnetwork.com (please put "BOTM" in the subject line). Our editors will select a winner each month.



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4.6L AND 5.0L TALES >>> EVAN J. SMITH

Mustang Mods: New vs. Old, Or A Combo Of Both

Whether you build from scratch or bolt on your power, the real fun is in mashing the pedal and putting the power to the pavement.

Evolution is a funny thing. In many cases it makes our life easier, but sometimes simplicity comes at a cost. Take the Ford Mustang. Few could argue the supreme capabilities of the 2015 Mustang. It boasts world-class handling and ride quality, excellent acceleration, and suitable economy. And the modern technology in design, machining, materials, and assembly ensures it will be reliable over time. If you treat your new Stang properly, it will perform like new (or close to it) with 100,000 miles on the clock. But as Ford makes the Mustang better, it becomes harder for us to dig in and modify. Has it become a bolt-on world?

A benefit to earlier Mustangs, especially Fox-bodies and classics, was the simplicity. Basic bolt-ons didn't require a special tune or, in many cases, special tools. Plus, there was (and still is) more variety when it comes to things like cylinder heads and intakes.

On the flipside, is there a need for aftermarket intakes and heads when the factory stuff is so good? What we're really after is horsepower, and that comes pretty easy with the Coyote powerplant and/or the various supercharged Shelby models.

Simply strapping a blower or turbo to a Coyote is an easy route to 600-plus horsepower. Heck, we've seen 750 rwhp with a twin-turbo Boss 302 with stock internals. While I can't deny the sheer power and torque available with a boost, I've always been a bigger fan of naturally aspirated combinations. Perhaps that's why I love racing classes like NHRA Stock Eliminator and NMRA Coyote Stock. The Coyote Stock guys are running low 10s with a production 420 hp Coyote crate engine—a few have cracked into the 9s with custom tunes and weight reduced to roughly 2,700 pounds. That's 9s with 420 hp production engine!

Imagine a max-effort Coyote that utilized a Cobra Jet intake, 14:1 compression, ported heads, and huge cams? Currently, naturally aspirated 5.0 CJs make roughly 600 hp and run 9s at 3,200 pounds. Perhaps that's why Coyote swaps have been the rage with all Mustang owners. Ordering a crate Coyote means you don't have to waste time selecting parts or waiting for an engine to be built (although you might enjoy the process, which can be challenging, fun, and rewarding).

Ford Racing currently offers various Coyote crate engines, along with the Control Pack, which includes the drive-by-wire throttle pedal, engine computer, and wiring harness. Some of these engines sell for just over $7,000 (more information is available at fordracingperformanceparts.com).

In contrast, companies like Late Model Restoration offer an economy 5.0 (pushrod) assembled short-block for $999.99, and you can toss on your own H/C/I combo and build it your way. We did one recently that made over 300 rwhp with affordable parts. And it was fun assembling the parts, sliding the engine in the car, and seeing our results.

Ultimately, the choice is yours. There's nothing wrong with either route. Whether you build from scratch or bolt on your power, the real fun is in mashing the pedal and putting the power to the pavement. It's all about options, and that's why the Mustang hobby is so much fun.



Cobra Jet Mustangs have shown how capable the 5.0 Coyote can be. A naturally aspirated version can make 600-plus horsepower; supercharged and turbocharged models have produced over 1,000 hp!



The 5.0 Coyote makes amazing power for its size and weight. It's perfect for virtually any type of Mustang project.



It's hard to beat the Fox-body for drag racing and road racing, or if you're building a hot street Stang. This one belongs to Ryan Augustine of Pennsylvania.

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BRITTANY YINGLING • WESTMINSTER, MD • 2006 MUSTANG GT

Sam I Am

Maryland resident Brittany Yingling has loved Mustangs her entire life. She just knew she would need one in her life eventually. That time finally came five years ago when she bit the bullet and picked up a 2006 Mustang GT in Vista Blue to serve daily driving duties. Brittany dubbed her new Mustang "Sam" and is picking up mods slowly but surely. She says that her next mod will come in the form of a supercharger, but she says that Sam will remain her daily driver until that happens. Good luck, Brittany!



PETER SCHAFFHAUSER • HUNTERSVILLE, NC • 2011 MUSTANG GT

Blazin' Saddles

North Carolina resident Peter Schaffhauser has owned this 2011 Mustang GT for about a year and has enjoyed every minute of it. After searching for a six-speed V-8 car, Peter traded in his 2012 V-6 convertible for this rare Yellow Blaze Tri-Coat GT with plenty of upgrades. Although it serves as a daily driver, Peter attends Mustang car shows where he spends quality time with his three kids as well as other Mustang enthusiasts. There's a running joke in the family that Peter will be trading this car in after his usual two years of ownership, but Peter says that he finally owns his dream car and plans to keep it in the family for a long time. Installed on Peter's GT is a Boss 302 intake, Ford Racing mufflers, and Eleanor-style scoops. Soon to come: JLT CAI and custom tune.

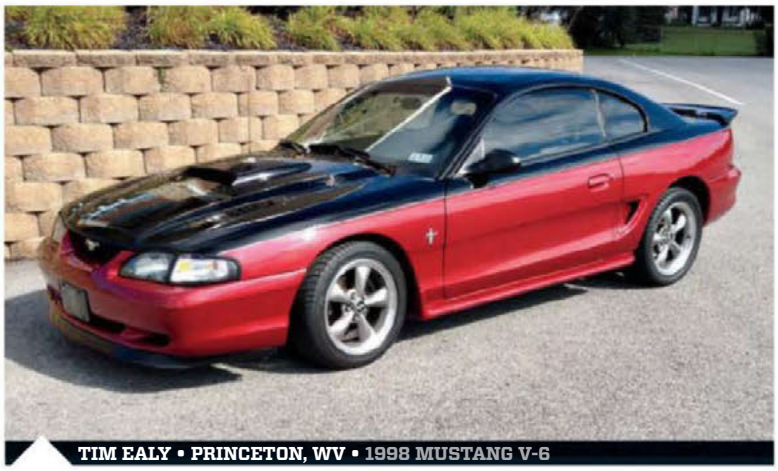
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SHANE GREENE • ROGERSVILLE, TN • 2014 MUSTANG V-6

Gotta-Have-It Greene

Shane Greene surprised his son, Austin, with one sweet ride: a 2014 Mustang V-6 in Gotta-Have-It Green. Austin wasted no time adding modifications, including Niche wheels (19x8.5 front, 19x9.5 rear); RTR vinyl decals, chin spoiler, and rear splitters; Roush side splitters; Shelby upper front grille and rear GT500 spoiler; and Steeda strut tower brace. For better stance and handling, he hit up American Muscle for some SR Springs and an adjustable Panhard bar. He hooked up the interior with LED lighting and a black brushed dash cover kit, and installed a different shift knob. Next on the to-do list: 65mm turbo, 3.73 rear gears, Corbeau seats, and a rear seat delete with a Roush X-brace.



TIM EALY • PRINCETON, WV • 1998 MUSTANG V-6

The Mayor

The mayor of Princeton, West Virginia, drives around in true SN-95 style. Mayor Tim Ealy owns a 1998 3.8L V-6 Mustang that he cruises around in with the Princeton-Bluefield Hot-Rodding group. The group makes its way around downtown Princeton on the third Saturday of every month from May through October. Mayor Ealy has added a few goodies to the Mustang since ownership, such as a B&M shift kit, 3.73 gears, lowering springs, cold air intake, leather interior, and a unique two-tone paint scheme. We bet that you can't miss this beaut driving through town.

WANT YOUR RIDE FEATURED? Send photos with complete information to *Muscle Mustangs & Fast Fords* Snapshots, 1821 E. Dyer Rd., Ste. 150, Santa Ana, CA 92705, or email finish.line@enthusiastnetwork.com.







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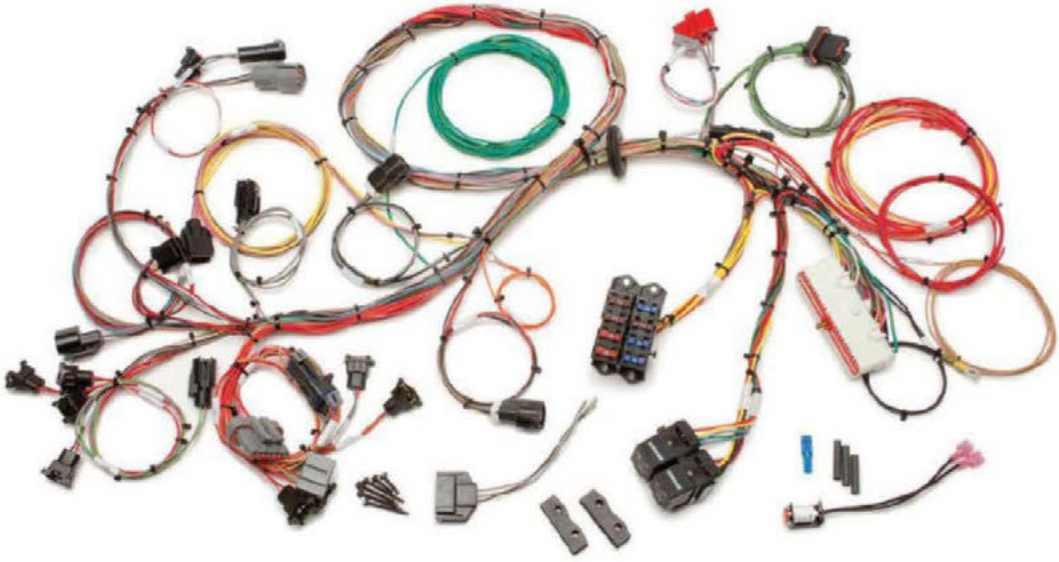
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Sat - May 9th, 2015	Sat - September 12th, 2015
Sat - June 13th, 2015	Sat - October 10th, 2015
Sat - July 11th, 2015	Sat - November 14th, 2015
Sat - August 8th, 2015	Sat - December 12th, 2015

(800) 486-2621
3060 Performance Circle, Deland, FL 32724

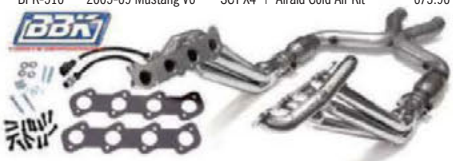
THIS MONTHS TOP DEALS



Cold Air Intake & Tuner Kits

Gain up to 20+ HP & 30+ FT/LBS in just minutes! Includes Cold Air Kit with SCT X4 Power Flash Tuner with specific tune files calibrated for the intake.

PN	VEHICLE	ITEM	PRICE
BPK-954	2015 Mustang GT	SCT X4 + Airaid Cold Air Kit	748.90
BPK-7101	2011-14 Mustang GT	SCT X4 + BBK Cold Air Kit	649.99
BPK-518	2011-14 Mustang GT	SCT X4 + JLT Cold Air Kit	698.99
BPK-517	2011-14 Mustang GT	SCT X4 + Airaid Cold Air Kit	728.90
BPK-524	2011-14 Mustang V6	SCT X4 + JLT Cold Air Kit	658.99
BPK-939	2011-14 Mustang V6	SCT X4 + BBK Cold Air Kit	698.99
BPK-7100	2005-09 Mustang GT	SCT X4 + BBK Cold Air Kit	619.99
BPK-515	2005-09 Mustang GT	SCT X4 + JLT Cold Air Kit	658.99
BPK-511	2005-09 Mustang GT	SCT X4 + Airaid Cold Air Kit	706.90
BPK-943	2005-09 Mustang V6	SCT X4 + BBK Cold Air Kit	598.99
BPK-510	2005-09 Mustang V6	SCT X4 + Airaid Cold Air Kit	673.90



BBK Full Length Header & X-Pipe Kits

Kits include full length BBK Headers featuring a chrome finish with matching X-Pipe with or without high flow cats, O2 extension, gaskets and all necessary hardware.

PN	VEHICLE	ITEM	PRICE
BPK-2000	2011-14 Mustang GT	1-3/4" Headers + Off Road X-Pipe*	819.98
BPK-2001	2011-14 Mustang GT	1-3/4" Headers + X-Pipe w/ Cats	1029.98
BPK-2002	2011-14 Mustang V6	1-3/4" Headers + Off Road X-Pipe*	639.98
BPK-2003	2011-14 Mustang V6	1-3/4" Headers + X-Pipe w/ Cats	919.98
BPK-2004	2005-09 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	749.98
BPK-2005	2005-09 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2006	1996-04 Mustang GT	1-5/8" Headers + Off Road X-Pipe*	699.98
BPK-2007	1996-04 Mustang GT	1-5/8" Headers + X-Pipe w/ Cats	909.98
BPK-2008	1979-93 Mustang V8	1-5/8" Headers + Off Road X-Pipe*	619.97
BPK-2009	1979-93 Mustang V8	1-5/8" Headers + X-Pipe w/ Cats	799.97

*This product is intended for off-road use and is not legal for use in emission restrictive states



Spring & Shock/Strut Handling Kits

Improve handling & eliminate that "off road" ride height. Kits include either BrenTech or Eibach progressive rate springs and Koni STR.T shocks & struts.

PN	VEHICLE	ITEM	PRICE
BPK-055	2011-14 Mustang V6/GT	Eibach Pro KIT; Drop: 1.3" F / 1.5" R	659.99
BPK-053	2005-10 Mustang GT	Eibach Pro KIT; Drop: 1.4" F / 1.6" R	599.99
BPK-052	1994-04 Mustang GT/Cobra*	BrenTech; Drop: 1.2" F / 1.0" R	529.99
BPK-051	1979-93 Mustang V8	BrenTech; Drop: 1.2" F / 1.0" R	519.99

*Fits non IRS models



Ford Racing 8.8" Gear Kits

Improve acceleration and save money! Kits include FRPP gears, Red Line oil, friction modifier and all seals/bearings/shims necessary for installation.

PN	VEHICLE	ITEM	PRICE
BPK-018	1986-09 Mustang	8.8" 3.55 Gear Kit	259.99
BPK-020	1986-09 Mustang	8.8" 3.73 Gear Kit	259.99
BPK-022	1986-09 Mustang	8.8" 4.10 Gear Kit	259.99
BPK-019	2010-14 Mustang	8.8" 3.55 Gear Kit	269.99
BPK-021	2010-14 Mustang	8.8" 3.73 Gear Kit	269.99
BPK-023	2010-14 Mustang	8.8" 4.10 Gear Kit	269.99

TOP 1979-2015 MUSTANG ACCESSORIES



BBK Throttle Intakes

96-04 Mustang GT
Gain Up To +15HP / +20 TQ

PN	ITEM	PRICE
BBK-17801	73mm P/C Charcoal	249.99
BBK-17800	78mm Polished	349.99
BBK-1780	78mm P/C Charcoal	269.99



BOSS Intake System

11-14 Mustang GT/BOSS
Gain up to 60+ HP

PN	ITEM	PRICE
FOR-M-9424-M50BR	BOSS 302 Intake	499.99
FOR-M-9444-M50B	Install Kit	194.99



Clutch Cable

86-95 Mustang
Replace your weak plastic factory quadrant and improve pedal feel

PN	ITEM	PRICE
BRE-9001	Clutch Cable + Quadrant + Firewall Adj	89.99
BRE-90010	Clutch Cable Only	39.99



Caster Camber Plates

94-04 Mustang
Correct your alignment and improve handling, Must have for lowered Mustangs

PN	ITEM	PRICE
MAX-MMCC9994	4-BOLT Black Powder Coat	199.99
MAX-MMCC9994-C	4-BOLT Chrome	259.97



Clutch Kit

Stage 1 clutch kits are designed to handle extra power with superior drivability. Includes disc, pressure plate, throwout bearing & alignment tool

PN	ITEM	PRICE
SPE-SF481	96-01 Mustang 5.0/GT	239.99
SPE-SF871	01-04 Mustang GT	269.99
SPE-SF461	05-10 Mustang GT	269.99
SPE-SF501-9	11-14 Mustang GT/V6	329.99



2015 S550 GT & EcoBoost Exhaust

Borla Performance announced new exhaust systems exclusively for the 2015 Ford Mustang GT 5.0 and EcoBoost versions of the iconic performance car. Using its vast knowledge of the Ford Mustang product line, Borla developed three versions of the exhaust system: the Acoustically Tuned Applied Kinetics (ATAK), the Touring, and the S-Type. They deliver different exhaust notes based on the auto enthusiast's preference. The systems are lighter than the stock systems and are designed to improve vehicle handling, overall vehicle performance, and noticeable power throughout the entire rpm range. All of Borla's exhaust systems are constructed of high-quality T-304 stainless steel. ATAK technology delivers the highest possible decibel level available in the Borla street-legal lineup.

WEB BORLA.COM **PHONE** 877.462.6752



Single-Stage Acrylic Paint System

Available in 49 colors from basic black to Sublime Green, this acrylic urethane paint meets 2.8 VOC emissions standards in all 50 states. More importantly, you get a premium finish with exceptional durability that far surpasses enamel-based systems. The paint also resists damage from ultraviolet light, chemicals, weathering, and stone chips. Summit Racing Equipment's 2.8 VOC single-stage acrylic paint system mixes at a 4:1 ratio with activator, eliminating the need to calculate the proper mix. The flash time between coats is just minutes, and the paint dries in less than an hour. That makes it perfect for the home painter.

WEB SUMMITRACING.COM **PHONE** 800.230.3030



Machined Wheel Spacers

Made from 6061 T-6 aluminum, Baer wheel spacers are CNC machined to precise specifications and are verified 100 percent flat. This ensures that they are true, avoiding possible adverse effects on handling, drivability, wheel bearing wear, and safety. Baer wheel spacers are available in four-, five-, and six-lug configurations and in multiple thicknesses ranging from 1/4 inch all the way up to 1 inch. This provides a wide array of adjustments when using wheel spacers to achieve proper wheel fitment and provide clearance for brake calipers. Baer also offers a 1/8-inch-thick spacer made from steel.

WEB BAER.COM **PHONE** 602.233.1411



Double Adjustable Toe Rods for S550 Mustangs

Launching harder, reducing wheelhop, and adding cornering consistency to your 2015 Mustang is easy with double-adjustable toe rods from BMR Suspension. Stock stamped steel toe rods with eccentric adjustment bolts deflect under load, causing inconsistent rear toe settings. Manufactured from heavy-duty 1 1/4-inch DOM steel tubing, BMR's double-adjustable toe rods use TIG-welded chrome-moly tube adapters with a heavy-duty center adjuster, giving you on-car adjustability. The BMR toe rods (TR005) eliminate deflection and increase adjustability over the stock toe rods. BMR supplies lockout plates to eliminate the factory eccentric adjustment bolts. This gives you over 1 1/2 inches of adjustability, allowing you to fine-tune the rear toe settings for any form of performance driving. BMR Suspension designed the TR005 to work well in street performance, drag race, and road race applications. The toe rods are available in red and black hammertone powdercoat for long-lasting good looks.

WEB BMRSUSPENSION.COM **PHONE** 813.986.8055

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PERFORMANCE LIGHTING

On a Mustang, lighting systems aren't only for seeing: they're about **being seen. From smoked projector headlights to se**quential taillights, **Raxiom has the products to make your ride stand o**ut. With OEM-**quality fit and finish, advanced projector technology,** and the industry's **leading 2-yr warranty, Raxiom is the Mustang A**ftermarket's leading **manufacturer of advanced lighting and technol**ogy parts.

2005-2009 Raxiom Gen5 Tail Lights
(05-09 All) Item # 49169 $399.99 (pair)

- Aggressive Smoked Lenses
- Built in Sequential Turn Signals
- Modern LED Technology





Raxiom OE-Style GPS Navigation System
US Map Only Item # 100300-A $699.99
US & Canada Maps Item # 100300-B $729.99

- 7" HD touch-screen LCD
- Includes full color back-up camera
- 5 language voice options
- Full Warranty
- Fits '10-'14 Mustangs with SYNC®

Raxiom Smoked Projector Headlights
CCFL Halo (10-12 GT, V6)
Item # 49129 $324.99 (pair)

- 2013 Inspired Styling
- Aggressive Smoked Lenses
- Built in Sequential Turn Signals
- Modern LED Technology



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MISHIMOTO DIRECT FIT BAFFLED OIL SEPARATOR SYSTEM

(2015 EcoBoost) $157.50

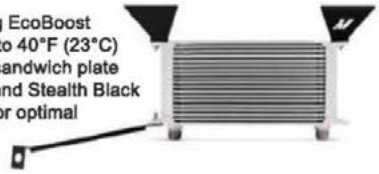


- Direct fit for 2015+ Ford Mustang EcoBoost
- Single can mounted in line with PCV system
- Plug-and-play install, no modification required
- Application-specific bracket and silicone hoses available in black, blue, and red
- Mishimoto Lifetime Warranty

ITEM	ITEM NAME	FITMENT	PRICE
387271	Mishimoto Direct Fit Baffled Oil Separator System - Black Silicone Hoses	2015 EcoBoost	157.50
387272	Mishimoto Direct Fit Baffled Oil Separator System - Blue Silicone Hoses	2015 EcoBoost	157.50
387273	Mishimoto Direct Fit Baffled Oil Separator System - Red Silicone Hoses	2015 EcoBoost	157.50

MISHIMOTO THERMOSTATIC OIL COOLER

(2015 EcoBoost) $535.50



- Direct-fit for 2015+ Ford Mustang EcoBoost
- Reduces oil temperatures by up to 40°F (23°C)
- Billet aluminum thermostatic oil sandwich plate
- Cooler available in Sleek Silver and Stealth Black
- 19-row stacked-plate oil cooler for optimal reduction in fluid temperature
- Mishimoto Lifetime Warranty

ITEM	ITEM NAME	FITMENT	PRICE
386668	Mishimoto Thermostatic Oil Cooler - Silver	2015 EcoBoost	535.50
386669	Mishimoto Thermostatic Oil Cooler - Black	2015 EcoBoost	535.50
386670	Mishimoto Oil Cooler - Silver	2015 EcoBoost	493.00
386671	Mishimoto Oil Cooler - Black	2015 EcoBoost	493.00

MISHIMOTO SILICONE HOSE KIT

(2015 EcoBoost) $120.00



- Direct fit for 2015+ Ford Mustang EcoBoost
- Constructed from four layers of silicone with heat-resistant embedded fibers
- Includes upper and lower radiator hoses
- Improves heat and pressure tolerance
- Available in black, blue, and red
- Mishimoto Lifetime Warranty

ITEM	ITEM NAME	FITMENT	PRICE
525584	Mishimoto Silicone Hose Kit - Black	2015 EcoBoost	120.00
525585	Mishimoto Silicone Hose Kit - Blue	2015 EcoBoost	120.00
525586	Mishimoto Silicone Hose Kit - Red	2015 EcoBoost	120.00

MISHIMOTO LIQUID CHILL™ RADIATOR COOLANT ADDITIVE

$19.99



- Keeps engine running up to 30 degrees cooler
- Compatible with all coolants
- No mixing required
- Non-corrosive
- Made in the USA
- Works in all year Mustangs

ITEM	ITEM NAME	FITMENT	PRICE
80228	Mishimoto Liquid Chill™ Radiator Coolant Additive	Universal	19.99

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551C MATTE BLACK

CLASSIC MEETS MODERN



20" MMD 551C BLACK WHEEL & TIRE KITS
Starting at $1,681.99

Also Available in Charcoal & Silver

ITEM	WHEEL SIZE	TIRES	PRICE
100734	MMD Staggered 551C Black Wheel & Mickey Thompson Tire Kit - 20x8.5/10	05-14 All	1681.99

WHEEL ONLY
Starting at $244.99

ITEM	WHEEL SIZE	FITMENT	PRICE
100261G05	MMD 551C Matte Black Wheel - 20x8.5	05-14 All	244.99
100262G05	MMD 551C Matte Black Wheel - 20x10	05-14 All	249.99
100261G15	MMD 551C Matte Black Wheel - 20x8.5	2015	244.99
100262G15	MMD 551C Matte Black Wheel - 20x10	2015	249.99

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AVAILABLE IN ALL OEM COLORS

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MMD ELEANOR WINDOW LOUVER - PRE-PAINTED
(05-14 All) Item #: 71304 $199.99



MMD QUARTER WINDOW LOUVER- PRE-PAINTED
(05-14 All) Item #: 71303 $189.99



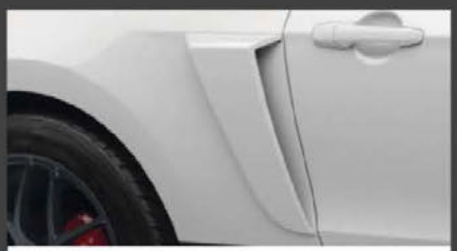
MMD CLASSIC QUARTER WINDOW LOUVER - PRE-PAINTED
(10-14 All) Item #: 71316 $189.99



MMD HOOD SCOOP - PRE-PAINTED
(13-14 GT, V6) Item #: 71331 $274.99



MMD HEADLIGHT SPLITTERS - PRE-PAINTED
(13-14 All) Item #: 71327 $129.99



MMD SIDE SCOOPS- PRE-PAINTED
(10-14 All) Item #: 71317 $249.99



MMD DUCKTAIL SPOILER - PRE-PAINTED
(05-09 All) Item #: 71328 $299.99



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(99-04 All) Item #: 71314 $219.99

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- Color Touch Screen Display
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- Improve performance, mileage & more

BAMA X4/SF4 POWER FLASH TUNER
(94-04/05-14) Item # 990251/990250 $399.99

- Includes 3 FREE BAMA Custom Tunes
- On Screen Datalogging + Monitoring
- Full Color LCD Display
- Built-In Wifi for Easy Updates
- Improve performance, mileage & more



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+30HP

+37TQ

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20" CHARCOAL AMR WHEEL & TIRE KITS

Starting at $1,468.99

ITEM	WHEEL SIZE	TIRES	PRICE
35515	Staggered AMR Charcoal Wheel & Mickey Thompson Tire Kit - 20x8.5/10	05-14 All	1468.99

WHEEL ONLY

Starting at $174.99

ITEM	WHEEL SIZE	FITMENT	PRICE
99365G05	AMR Charcoal Wheel - 20x8.5	05-14 All	174.99
99366G05	AMR Charcoal Wheel - 20x10	05-14 All	184.99
99365G15	AMR Charcoal Wheel - 20x8.5	2015	174.99
99366G15	AMR Charcoal Wheel - 20x10	2015	184.99



20" BLACK AMR WHEEL & TIRE KITS

Also Available in Silver

Starting at $1,468.99

ITEM	WHEEL SIZE	TIRES	PRICE
35514	Staggered AMR Black Wheel & Mickey Thompson Tire Kit - 20x8.5/10	05-14 All	1468.99

WHEEL ONLY

Starting at $174.99

ITEM	WHEEL SIZE	FITMENT	PRICE
99363G05	AMR Black Wheel - 20x8.5	05-14 All	174.99
99364G05	AMR Black Wheel - 20x10	05-14 All	184.99
99363G15	AMR Black Wheel - 20x8.5	2015	174.99
99364G15	AMR Black Wheel - 20x10	2015	184.99



17" & 18" BULLITT BLACK WHEEL & TIRE KITS

Also Available in Anthracite & Chrome

Starting at $1,239.99

ITEM	WHEEL SIZE	TIRES	PRICE
300275	Staggered Bullitt Black Wheel & Mickey Thompson Tire Kit 17x9/10.5	99-04 All	1239.99
33612	Staggered Bullitt Black Wheel & NITTO Tire Kit - 18x9/10	99-04 All	1399.99

WHEEL ONLY

Starting at $136.99

ITEM	WHEEL SIZE	FITMENT	PRICE
28261G94	Bullitt Black Wheel - 17x9	94-11	136.99
28113	Deep Dish Bullitt Black Wheel - 17x10.5	94-04 All	138.99
28264G94	Deep Dish Bullitt Black Wheel - 18x9	94-04	162.99
28270	Deep Dish Bullitt Black Wheel - 18x10	94-04 All	169.99
28264G05	Deep Dish Bullitt Black Wheel - 18x9	05-14 GT, V6	162.99
28267	Deep Dish Bullitt Black Wheel - 18x10	05-14 GT, V6	159.99

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